RIVERSIDE PUBLIC UTILITIES DEPARTMENT

Water Division

City of Arts & Innovation

Final Initial Study Mitigated Negative Declaration For the Mission Inn Booster Installation & Pressure Rezoning Project

June 2016

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RIVERSIDE PUBLIC UTILITIES DEPARTMENT
Water Division

City of Arts & Innovation

Final Mitigated Negative Declaration

AGENDA ITEM NO.: TBD

WARD: 1

1. **Case Number:** TBD

2. **Project Title:** Mission Inn Booster Station Installation & Pressure Rezoning Project

3. **Lead Agency:** City of Riverside
Public Utilities Department
Water Division
3750 University Ave, 3rd Floor
Riverside, CA 92501

4. **Contact Person:** Blake Yamamoto, P.E., Utilities Senior Water Engineer
Phone Number: (951) 826-5549

5. **Project Location:** The proposed facilities and affected existing pressure zones are generally located at the eastern base of Mt. Rubidoux Memorial Park and Indian Hill within the City of Riverside's Downtown neighborhood (see **Figure 1 – Regional Location Map**). The proposed Mission Inn Booster Station will be located within existing Mt. Rubidoux Drive right-of-way at Loring Park. The existing Rubidoux Booster Station is located immediately adjacent to Mt. Rubidoux Drive within Mt. Rubidoux Memorial Park northwest of the northwestern terminus of 10th Street in an area that is closed off to public vehicles and serves as a pedestrian trail to the top of Mt. Rubidoux. The existing Mary Evans Booster Station is located on Indian Hill in a subterranean vault within existing Beacon Way right-of-way approximately 200 feet northwest of Redwood Drive. Affected roadways where new or replacement subterranean pipelines will be installed include Miramonte Place, Allis Place, Glenwood Drive, 9th Street, Redwood Drive, Mission Inn Avenue, and Mt. Rubidoux Drive. Moreover, associated subterranean pipelines will traverse a segment of Loring Park (APN: 207022001) between the proposed booster station and Mt. Rubidoux Drive (see **Figure 2 – Aerial Photograph**).

   In addition to Loring Park, which is an eligible Resource of Merit as discussed in this report, the Project proposes facilities within or in proximity to six other historic resources: Mount Rubidoux (Site 33-009680; CPHI Riv-007; City Landmark #26), Seventh Street Historic District (City Landmark #40), Buena Vista Bridge (City Landmark #74), Mount Rubidoux Historic District, Colony Heights Historic District, and Evergreen Historic District. These resources are discussed further under Response 5a in the Initial Study Checklist.

6. Project Applicant/Project Sponsor's Name and Address:

Riverside Public Utilities Department, Water Division
3750 University Ave, 3rd Floor
Riverside, CA 92501

7. General Plan Designation:

Affected roadway rights-of-way:

9th Street	2-lane Local with 66-foot right-of-way
Allis Place	2-lane Local with 66-foot right-of-way
Beacon Way	2-lane Local with 66-foot right-of-way
Glenwood Drive	2-lane Local with 66-foot right-of-way
Miramonte Place	2-lane Local with 66-foot right-of-way
Mission Inn Avenue	4-lane Arterial with 100-foot right-of-way; Scenic Boulevard; Parkway
Mt. Rubidoux Drive	2-lane Local with 66-foot right-of-way
Redwood Drive	2-lane Local with 66-foot right-of-way

Affected non-roadway rights-of-way land:

Loring Park	2.48-acre Neighborhood Public Park; Santa Ana River Focus Area

8. Zoning: Although there is no zone applicable to the public street rights-of-way; they fall under the Cultural Resources Overlay.
Loring Park: PF-CR (Public Facilities Zone with Cultural Resources Overlay)

9. Description of Project:

Purpose and Need for the Project:
The Mission Inn Booster Station Installation and Pressure Rezoning[1] Project will address the issues of low water pressure, insufficient fire flow, booster station operational deficiencies, and aged and existing undersized water mains within the existing Rubidoux 1066 and Mary Evans 1150 pressure zones[2] located at the eastern base of Mt. Rubidoux and on Indian Hill, respectively, by replacing the existing Rubidoux and Mary Evans booster stations with the proposed Mission Inn Booster Station and consolidating these pressure zones and a portion of the surrounding Gravity 997 zone into one pressure zone. **Figure 3 – Existing System Overview Map** illustrates the existing pressure zones, locations of the Rubidoux and Mary Evans booster stations, and areas of identified deficiencies. **Figure 4 – Existing Booster Station Views** shows photographs of the existing Rubidoux and Mary Evans booster stations.

The current Rubidoux Booster Station was constructed in 1966 and its associated pumps, motors, piping, and electrical systems have exceeded their useful life. This booster station is the only station supplying the existing Rubidoux 1066 pressure zone, and its two pumps are insufficient to provide the required fire flow to the existing pressure zone.

[1] Pressure Rezoning refers to the consolidation of three pressure zones into a single pressure zone for purposes of providing water service. The Project does not propose any change of land use zone, i.e., the City Zoning Code map will not be revised as a result of the Project.

[2] A pressure zone is a geographic area that is supplied by a water source (or multiple sources) that provides a constant hydraulic gradient.

While the Mary Evans Booster Station currently meets the required maximum daily demand and fire flow requirements for the existing Mary Evans 1150 pressure zone, the station is deficient under firm capacity requirements.[3] This booster station is the only station supplying the existing Mary Evans 1150 pressure zone. The location of the existing booster station within a subterranean vault within the public road right-of-way of Beacon Way approximately 200 feet northwest of Redwood Drive also creates safety and traffic hazards during routine station maintenance that impedes local residential access along the narrow roadway.

Project Description:
Riverside Public Utilities (RPU) Water Division proposes the construction and operation of a new booster station referred to as the Mission Inn Booster Station, installation of approximately 1,900 linear feet (LF) of replacement pipeline, approximately 3,350 LF of new pipelines, the abandonment and demolition of Rubidoux and Mary Evans booster stations, and the consolidation of three existing pressure zones (Rubidoux 1066, Mary Evans 1150, and the surrounding Gravity 997 zone) into one pressure zone that will be known as Rubidoux 1115 (hereinafter "the Project").[4] The proposed Mission Inn Booster Station will effectively replace the existing Rubidoux and Mary Evans booster stations and will singly supply the proposed Rubidoux 1100 pressure zone. **Figure 5 – Project Improvements Overview Map** illustrates the Project's proposed facilities and boundary of the proposed Rubidoux 1115 pressure zone.

In determining the location of a new booster station to correct the above-identified issues, RPU analyzed numerous locations before selecting the proposed location within a portion of Loring Park and Mt. Rubidoux Drive's right-of-way. Other potential locations for the booster station were problematic due to reasons such as limited land availability in the area from its built-out condition and proximity to existing residential uses, infeasibility of siting the station too far from the pressure zones being consolidated, and creating another hazardous condition by locating the booster station in a subterranean vault underneath a narrow paved roadway as is currently experienced with the Mary Evans Booster Station. The following discusses the proposed booster station, replacement and new pipelines, and demolition of existing booster stations in greater detail.

<u>Mission Inn Booster Station</u>
The proposed Mission Inn Booster Station will utilize improvements in pump and motor design which will allow the station to provide water for both fire flow and daily system demands while maintaining operational efficiency at very low-flow rates. Thus, the proposed station will provide greater operational flexibility unaffected by the often low water levels at the Evans and Linden reservoirs. The proposed station will consist of four 40-horsepower, 700 GPM, floor-mounted, vertical turbine pumps equipped with variable frequency motor drives. This station will be capable of providing 2,800 GPM to meet the maximum daily demand plus fire flow demand simultaneously throughout the proposed Rubidoux 1115 pressure zone. Moreover, the average daily demand of the proposed Rubidoux 1115 pressure zone can be met with the operation of just one of these pumps; however, the station is proposed for four pumps so as to provide adequate operation during an emergency. An electrical transformer will also be constructed adjacent to the proposed booster station to provide adequate power for the station to operate.

The proposed Mission Inn Booster Station will house the pumps in a 16-foot-wide by 30-foot-long and 9-foot-tall pre-cast concrete building with two roof access hatches. Per Riverside Public Utilities specifications the electrical transformer will be approximately 5.5 feet tall. A retaining wall (ranging in height from two to five feet) with cable fence safety rail will be constructed northwest and northeast of the Booster Station building to minimize the amount of grading and disturbance in Loring Park (see Figure 6A – Conceptual Landscaping). Landscaping consisting of low ground cover, medium grasses, and screening hedges will be installed around the booster station building and transformer to soften the appearance of these structures when

[3] The firm capacity of a pump station is defined as the pumping capacity that is available with the largest pump offline.

[4] The proposed Rubidoux 1115 pressure zone is based on the hydraulic grade line of 1,115 feet, which was determined to meet the pressure criterion.

viewed from the surrounding area including Seventh Street (Mission Inn Avenue), Mount Rubidoux, Colony Heights and Evergreen Quarter Historic Districts; and the Buena Vista Bridge Landmark #74. Landscaping will be maintained by RPU. It should be noted that the Project does not propose any alteration to and will avoid impacting the existing stone wall during construction and maintenance.

Regarding the proposed visual appearance and consistency with historic resources, the Project includes the required Certificate of Appropriateness (COA) application for review and approval from the City's Cultural Heritage Board. The COA will analyze the proposed booster station's ability to comply with historic standards and guidelines so as to affirm the appropriate design of the structure within Loring Park and its historic surroundings, and to incorporate any identified conditions of approval as part of the COA process.

A *Historical/Archaeological Resources Survey Report* was prepared for the prosed Project by CRM TECH. In order to avoid, reduce, or mitigate the effects of the proposed booster station the *Historical/Archaeological Resources Survey Report* recommends the structure be minimized in profile as much as possible through both size reduction, if feasible, and landscaping. This report further recommends that the exterior treatment of the building be generally consistent with the surrounding built-environment features in the viewshed without creating a false impression of the structure being historical in origin. This can be achieved by incorporating design elements of the nearest historic features, such as the Buena Vista Bridge and the accompanying stone walls, and through the use of native rock and/or concrete in muted color, while retaining the modern characteristics of the construction methods and materials in texture and overall appearance so those viewing the booster station can differentiate this structure from the historic buildings in the area. (CRM TECH, pp. ii and 22) The Response to item 6a in the Initial Study discusses the Project's potential impacts to cultural resources in addition to identifying a mitigation measure to reduce such impacts to less than significant.

As the Project will include the removal of two to three existing trees near the proposed site of the booster station that were determined by the City's Park Superintendent to be in poor health, the Project will plant two to three new trees at Loring Park around the proposed station as well as shrubs to partially shield the view of the station from Mission Inn Avenue (within the Seventh Street Historic District) and Mt. Rubidoux Drive (within the Mount Rubidoux Historic District). A conceptual landscape plan for the proposed Mission Inn Booster Station is shown in **Figure 6A**. **Figures 6-B through 6-I** present "before" and "after" views of the proposed booster station building from four different vantage points. The "after" views are for three time periods; landscaping newly installed, one year after installation, and five years after installation. The "after" view in **Figures 6-B through 6-I** do not include the two to three trees that will be removed as part of the Project.

The booster station will be accessed from Mt. Rubidoux Drive via a driveway consisting of compacted decomposed granite paving, which provides a more natural looking pathway than asphalt or concrete, which is consistent with the undeveloped, natural appearance of Loring Park. The proposed booster station location provides improved vehicle parking and space for accommodating a portable generator next to the station during emergencies whereas the existing Rubidoux and Mary Evans booster stations do not.

Project implementation will require RPU to acquire approximately 120 square feet (approximately 0.003 acres) of Loring Park from the City Parks Department. Therefore, the Project must comply with the *Public Park Preservation Act of 1971* (California Public Resources Code Section 5400-5409). Section 5404 of the *Public Park Preservation Act of 1971* states:

> In the event that the park land and facilities are acquired, the operating entity shall acquire substitute park land and facilities. If, however, less than 10 percent of the park land, but not more than one acre, is acquired, the operating entity may, instead of acquiring substitute park land and facilities, improve the unacquired portion of the park land and facilities, using the funds received for this purpose, after holding a public hearing on the matter and upon a majority vote of its legislative body.

Because the amount of parkland being acquired by RPU is less than both 10 percent of Loring Park and one acre, the acquisition of substitute park land and facilities is not required. In lieu of acquiring substitute park land the improved water pressure, at Loring Park will allow irrigation at the park to be feasible and practical, which is an improvement over the existing conditions. The proposed electrical transformer will be upsized to accommodate park lighting and the sprinkler timer will be relocated adjacent to the booster station. It should be noted that there are no immediate plans for other improvements at Loring Park nor is there a proposal to install park lighting. Any future park improvements would be subject to further CEQA analysis by the City's Parks and Recreation Department and potentially a subsequent COA. As required by *Public Park Preservation Act of 1971* Section 5404, as part of the approval of the proposed Project, the City Council will hold a public hearing regarding the proposed acquisition of approximately 120 square feet of Loring Park.

Replacement Pipeline

In order for the pipelines within the existing Rubidoux 1066 pressure zone to have the capacity for the increased fire flow from the Mission Inn Booster Station, the Project will replace approximately 1,900 LF of existing 4- and 6-inch diameter cast iron water mains with 8-inch diameter ductile iron pipe within 9th Street and Miramonte Place (see **Figure 5**). This replacement pipeline will begin at the intersection of Redwood Drive and 9th Street and continue northwest within 9th Street. From the 9th Street right-of-way, the replacement pipeline will cross private property within an existing 10-foot water easement generally located between 4124 Miramonte Place and 4084 Miramonte Place to the Miramonte Place right-of-way, then continue southwest to an existing distribution main within the intersection of Miramonte Place and Allis Place.

New Pipelines

The Project will construct new subterranean pipelines to connect the proposed Mission Inn Booster Station with the eastern Mt. Rubidoux base and Indian Hill systems. Specifically, a 12-inch diameter discharge pipeline and 12-inch diameter suction pipeline will run from the proposed booster station to Mt. Rubidoux Drive then southwest to Mission Inn Avenue. The proposed suction pipeline will connect to an existing distribution main at the intersection of Mission Inn Avenue and Redwood Drive, and the proposed discharge pipeline will continue from Mission Inn Avenue and head southwest within Redwood Drive to 9th Street where it will connect with the aforementioned replacement 8-inch diameter ductile iron pipeline (see **Figure 5**). From the intersection of Redwood Drive and 9th Street, the proposed discharge pipeline will be reduced to an 8-inch diameter and continue southwest within Redwood Drive to an existing distribution main at the intersection of Redwood Drive and Glenwood Drive. A total of approximately 2,200 LF of pipeline is proposed for the 8- and 12-inch diameter discharge pipeline and a total of approximately 750 LF of pipeline is proposed for the 12-inch diameter suction pipeline.

Moreover, the Project will construct approximately 400 LF of new 12-inch diameter ductile iron pipeline within Redwood Drive from an existing distribution main at the intersection of Mt. Rubidoux Drive and 5th Street to an existing distribution main at the intersection of Redwood Drive and Indian Hill Road. Combined, the new 8- and 12-inch diameter discharge pipeline (2,200 LF), the new 12-inch diameter suction pipeline (750 LF), and the new 12-inch diameter ductile iron pipeline within Redwood Drive (400 LF) total approximately 3,350 LF of new pipeline. Further, areas of new and replacement pipeline installation will be backfilled, compacted, and repaved.

Demolition of Existing Rubidoux and Mary Evans Booster Stations

As part of the demolition of the existing Rubidoux Booster Station, the existing pump station will be removed and the space restored to match surrounding environment. Additionally, as the Rubidoux Booster Station will be replaced by the proposed Mission Inn Booster Station, the existing approximately 500 LF cast iron pipeline within Mt. Rubidoux Drive from approximately 9th Street to approximately the existing station's location will be cut and plugged at its ends and the pipeline will be abandoned in place.

As part of the demolition of the Mary Evans Booster Station, the subterranean vault containing the station will be removed and the space backfilled. Since the Mary Evans Booster Station will be removed, an existing 8-

inch diameter mortar-lined and coated discharge pipeline that currently runs from an alleyway and connects to the existing booster station will need to be directly connected with the existing 12-inch ductile iron pipeline within Beacon Way via a proposed 8-inch diameter ductile iron pipeline intertie. The proposed intertie will be no longer than 15 feet in length and will be entirely within the paved Beacon Way right-of-way. The affected area of Beacon Way will be repaved in compliance with the City's Public Works Standard No. 453.

The Project will be constructed in two distinct phases. Pipeline construction (phase 1) is anticipated to occur from July 2016 to February 2017. Booster Station construction (phase 2) is anticipated to occur from July 2017 to March 2018. Demolition of the old booster station will be completed by April 2018. No nighttime construction is anticipated for the Project.

10. Surrounding land uses and setting:

	Adjacent Existing Land Uses	Adjacent General Plan Designations	Adjacent Zoning
Proposed Mission Inn Booster Station	Public park and single-family residences	P (Public Park), and MDR (Medium Density Residential)	PF-CR (Public Facilities & Cultural Resources Overlay Zone), and R-1-7000 (Single-family Residential Zone)
Proposed Replacement Pipeline	Single-family residences and Mt. Rubidoux Memorial Park	MDR (Medium Density Residential), and HR (Hillside Residential)	R-1-7000 (Single-family Residential Zone), RC (Residential Conservation Zone), and PF (Public Facilities Zone)
Proposed New Pipelines	Single- and multi-family residences	MDR (Medium Density Residential)	R-1-7000 (Single-family Residential Zone)
Existing Rubidoux Booster Station	Detached single-family residences, and Mt. Rubidoux Memorial Park	MDR (Medium Density Residential) to the south, and HR (Hillside Residential) to the north	R-1-7000 (Single-family Residential Zone) to the south, and RC (Residential Conservation Zone) to the north
Existing Mary Evans Booster Station	Detached single-family residences	MDR (Medium Density Residential)	R-1-7000 (Single-family Residential Zone)

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

National Pollutant Discharge Elimination System's California General Permit for Storm Water Discharges Associated with Construction Activity from the following agencies is required:

a. State Water Resources Control Board
b. Santa Ana Regional Water Quality Control Board

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

a. General Plan 2025
b. GP 2025 FPEIR

13. Acronyms

AB 52	Assembly Bill 52
AQMP	Air Quality Management Plan
BMPs	Best Managements Practices
CEQA	California Environmental Quality Act

CMP	Riverside County Congestion Management Program
COA	Certificate of Appropriateness
dBA	A-weighted sound level
FPEIR	GP 2025 Final Programmatic Environmental Impact Report
GHG	Greenhouse Gas
GP 2025	General Plan 2025
LF	Linear feet
MBTA	Migratory Bird Treaty Act
MRZ	Mineral resource zone
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
NPDES	National Pollutant Discharge Elimination System
RCALUCP	Riverside County Airport Land Use Compatibility Plan
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCTC	Riverside County Transportation Commission
RMC	Riverside Municipal Code
RPU	Riverside Public Utilities
RTA	Riverside Transit Agency
RUSD	Riverside Unified School District
SARWQCB	Santa Ana Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SKR-HCP	Stephens' Kangaroo Rat - Habitat Conservation Plan
SWRCB	State Water Resources Control Board
TUA	Traditional Use Area

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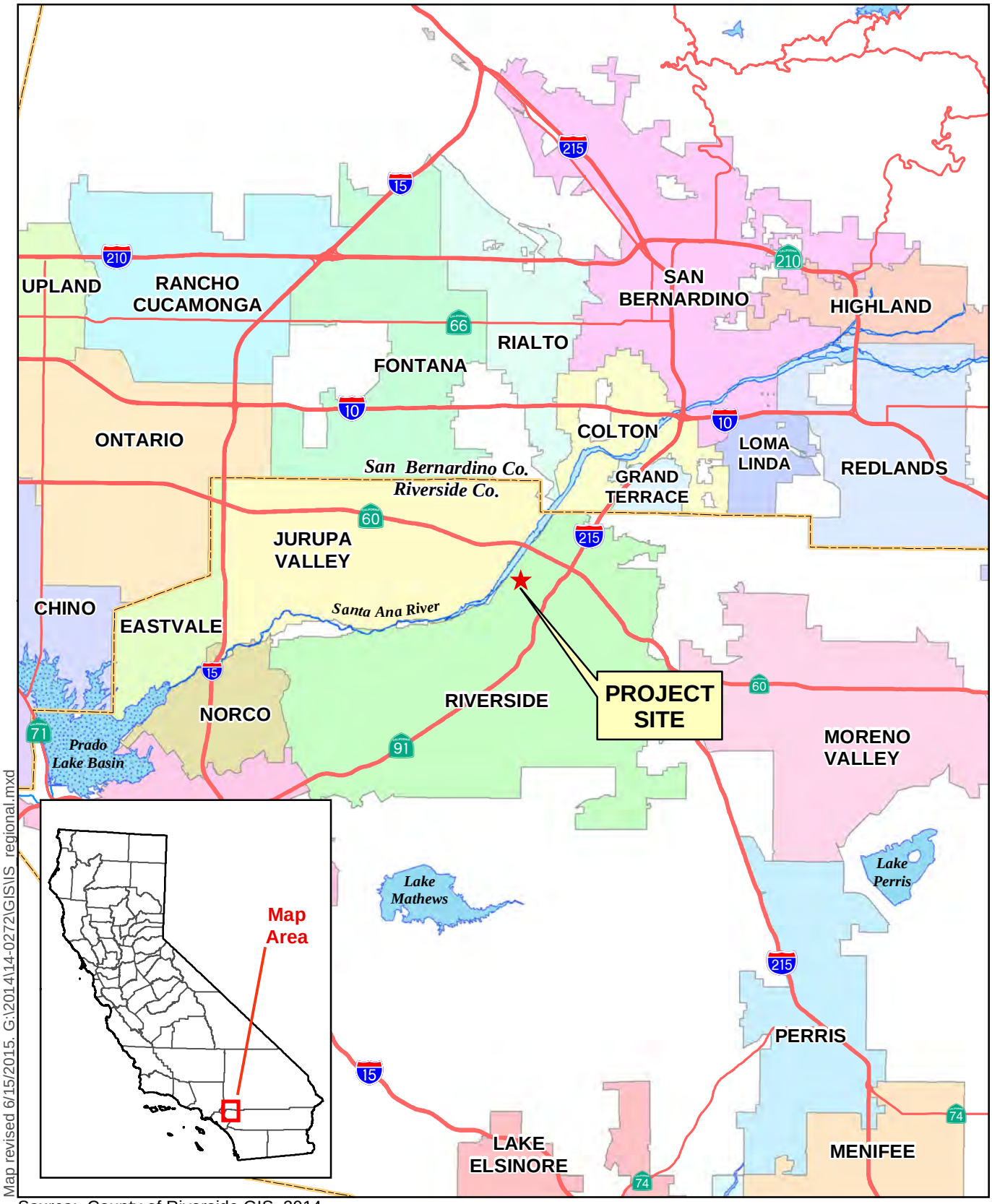


Map revised 6/15/2015. G:\2014\14-0272\GIS\IS_regional.mxd

Source: County of Riverside GIS, 2014

Figure 1 – Regional Location Map

Mission Inn Booster Station Installation and Pressure Rezoning Project

0 2 4 6 Miles

ALBERT A. WEBB ASSOCIATES

G:\2014\14-0272\GIS\IS_Aerial.mxd; Map revised 15 Jun 2015

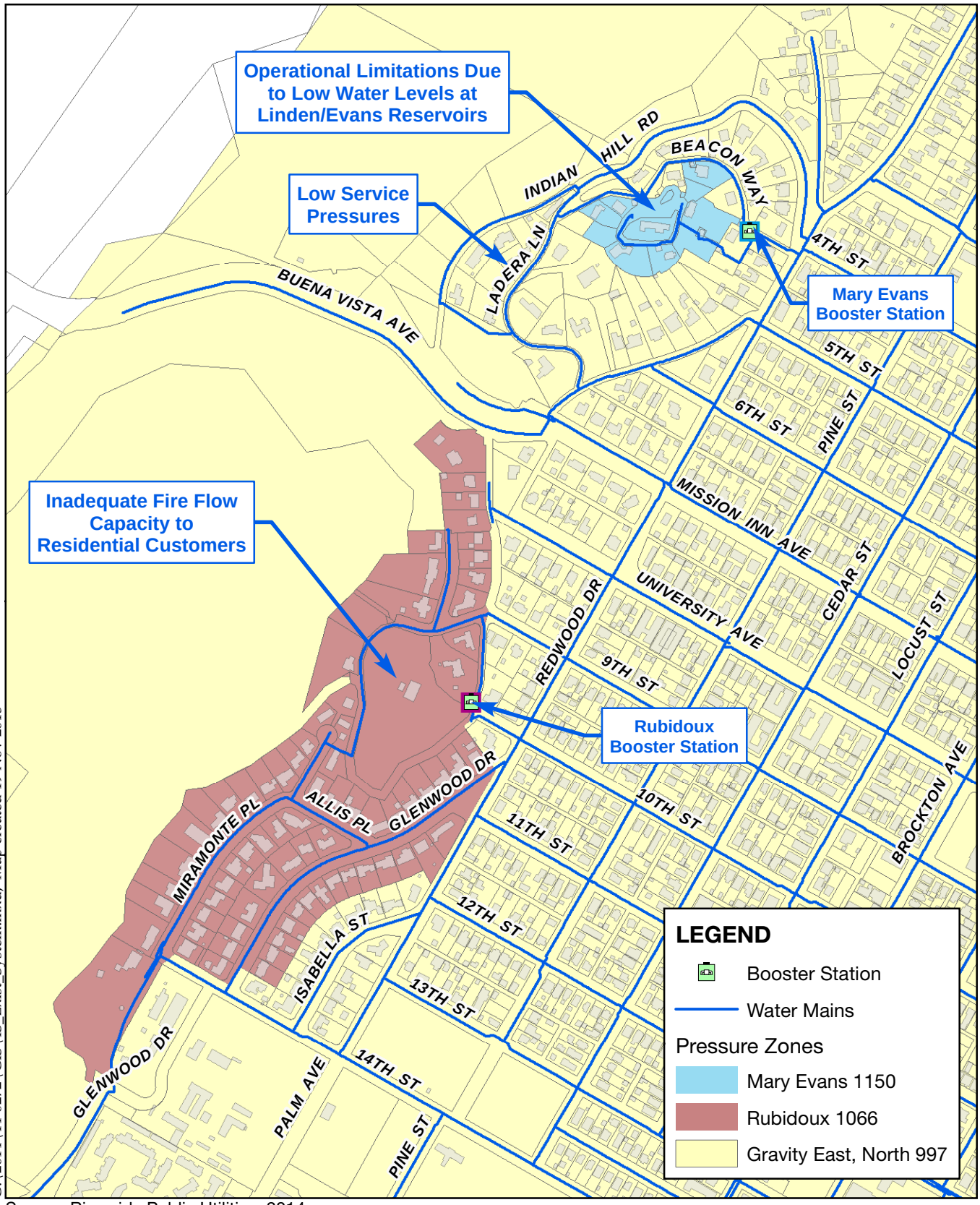
Source: City of Riverside, Dec. 2014

Figure 2 - Aerial Photograph

Mission Inn Booster Station Installation and Pressure Rezoning Project

0 200 400 600 Feet

ALBERT A. WEBB ASSOCIATES



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Source: Riverside Public Utilities, 2014

Figure 3 - Existing System Overview Map

Mission Inn Booster Station Installation and Pressure Rezoning Project

0 300 600 900 Feet

ALBERT A. WEBB ASSOCIATES

Existing Rubidoux Booster Station

Existing Underground Mary Evans Booster Station

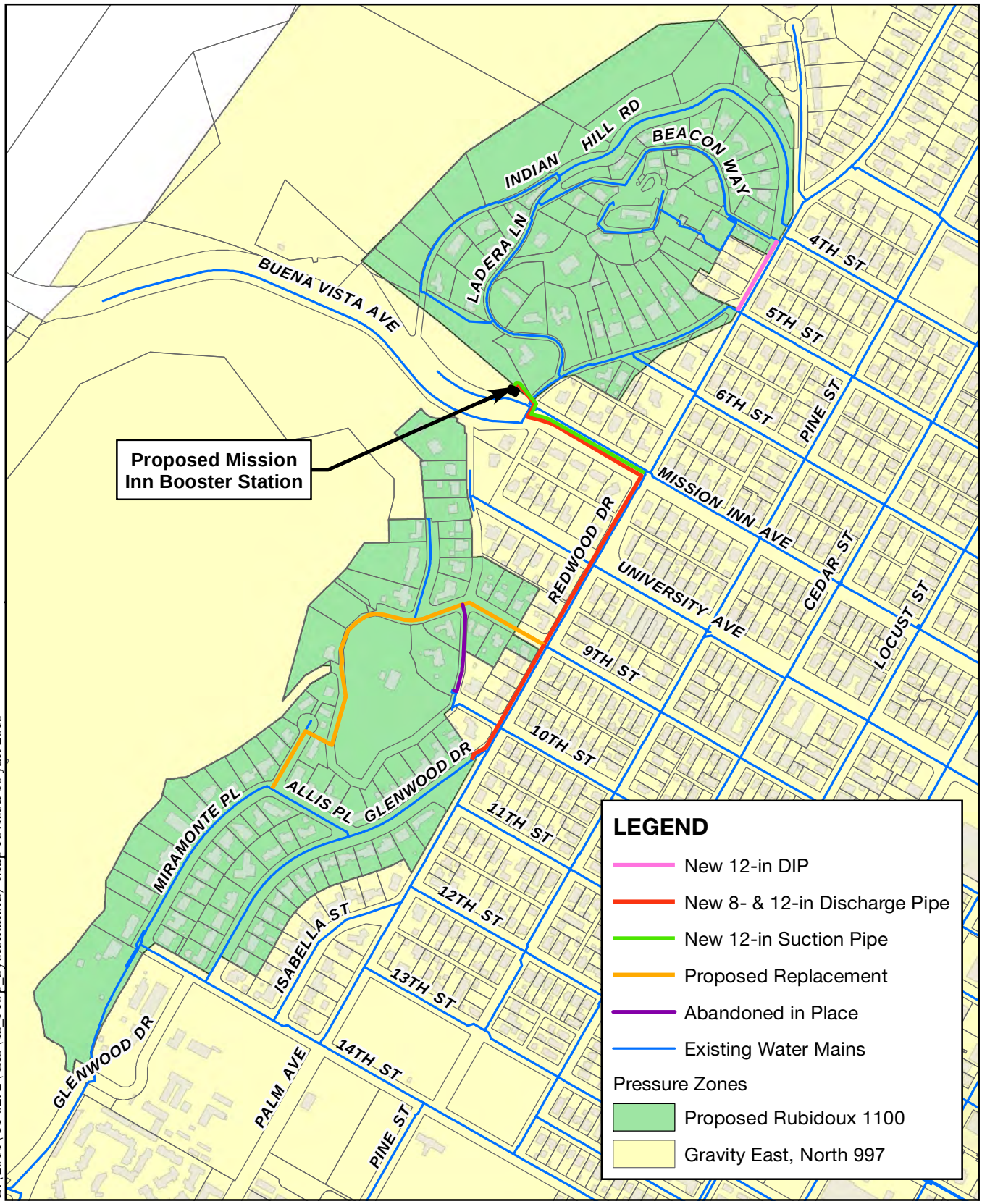
Map revised 6/15/2015. G:\2014\14-0272\GIS\IS_Booster_Sta_Photos.mxd

Source: Riverside Public Utilities, 2014

Figure 4 – Existing Booster Station Views

Mission Inn Booster Station Installation and Pressure Rezoning Project

ALBERT A. WEBB ASSOCIATES



G:\2014\14-0272\GIS\IS_Prop_System.mxd; Map revised 15 Jun 2015

Source: Riverside Public Utilities, 2014

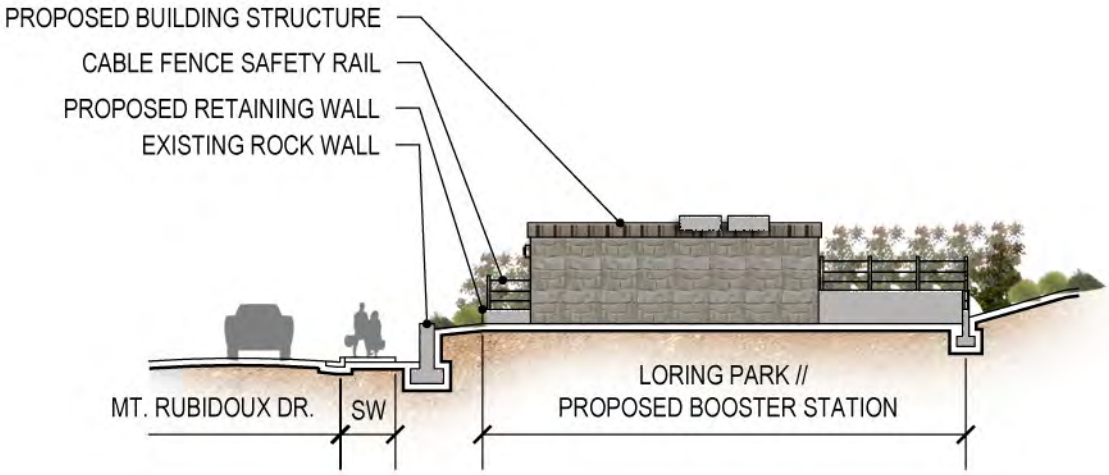
Figure 5 - Project Improvements Overview Map

Mission Inn Booster Station Installation and Pressure Rezoning Project

0 300 600 900 Feet

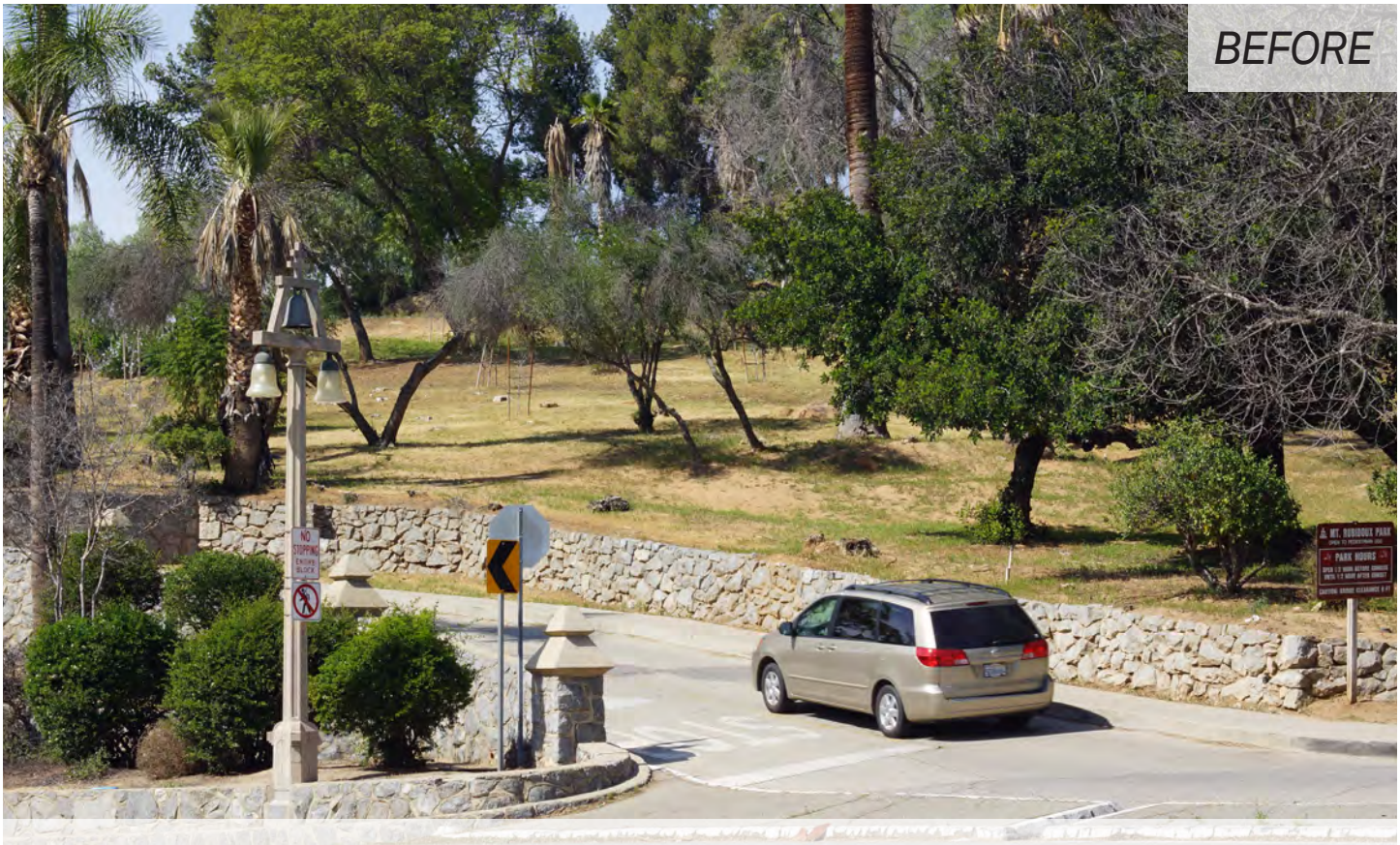
ALBERT A. WEBB ASSOCIATES

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // PLAN VIEW

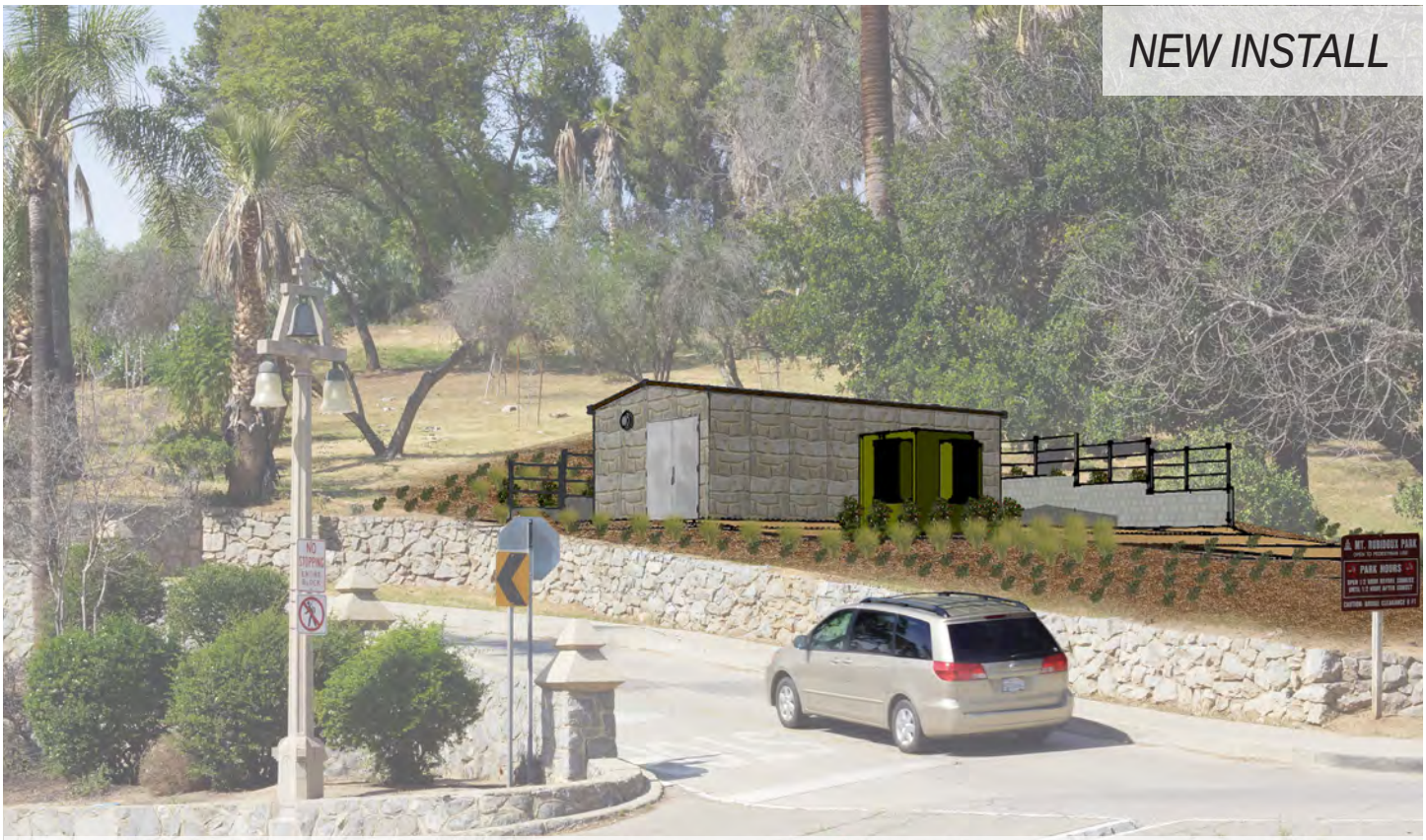


MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SECTION VIEW SCALE: 1" = 20'

Figure 6A - Conceptual Landscape



MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 1



MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 1

Figure 6B - Conceptual Landscape

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 1

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 1

Figure 6C - Conceptual Landscape

Figure 6D - Conceptual Landscape

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 2

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 2

Figure 6E - Conceptual Landscape

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 3

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 3

Figure 6F - Conceptual Landscape

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 3

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 3

Figure 6G - Conceptual Landscape

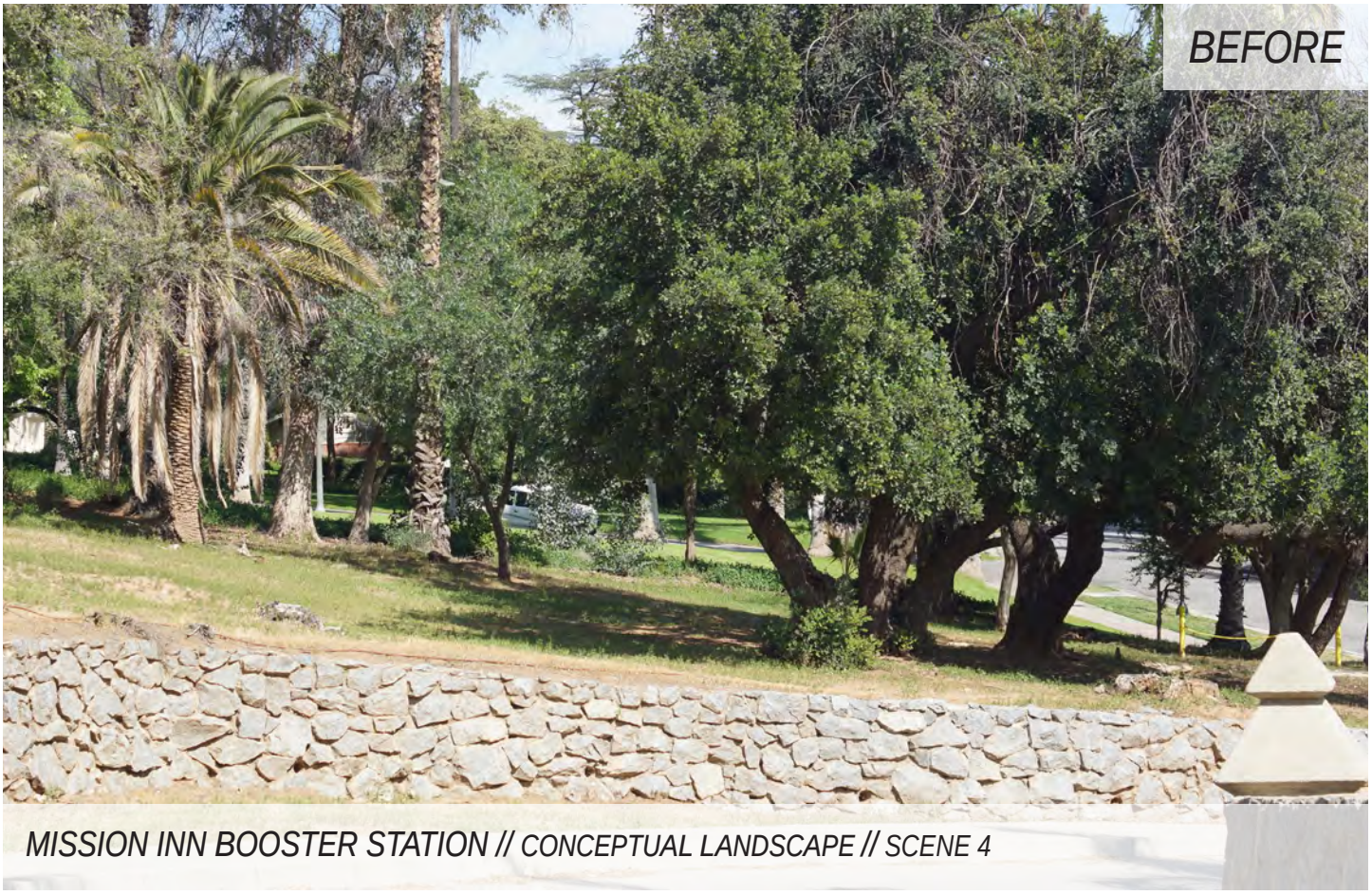


Figure 6H - Conceptual Landscape

Figure 6I - Conceptual Landscape

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.

☐ Aesthetics	☐ Agriculture and Forest Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology and Soils
☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials	☐ Hydrology and Water Quality
☐ Land Use and Planning	☐ Mineral Resources	☐ Noise
☐ Population and Housing	☐ Public Service	☐ Recreation
☐ Transportation and Traffic	☐ Utilities and Service Systems	☐ 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 Girish Balachandran, General Manager For City of Riverside

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.

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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?	☐	☒	☐	☐

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, Project Description)***

A scenic vista is a viewpoint that provides expansive views of highly valued landscape for the benefit of the general public. Although the majority of Riverside is urbanized, the hills and ridgelines that surround the City provide scenic vistas to where one can experience long distance views of natural terrain. Vista points can be found throughout the City, both as viewed from urban areas toward the hills and from wilderness areas toward the City. Notable scenic vistas in the City include the La Sierra/Norco Hills, Sycamore Canyon Wilderness Park, and Box Springs Mountain Regional Park. The peaks of Box Springs Mountain, Mt. Rubidoux, Arlington Mountain, Alessandro Heights, and the La Sierra/Norco Hills provide scenic views of the City and the region. (FPEIR, p. 5.1-2) The Project facilities are generally located near Mt. Rubidoux Memorial Park, which is a scenic vista in the City (see **Figure 2 – Aerial Photograph**). Specifically, in the Project area immediate to Mt. Rubidoux Memorial Park, the Project will install 8-inch diameter ductile iron pipe within 9th Street and Miramonte Place to replace the undersized, existing 4- and 6-inch diameter cast iron water mains; shutdown and demolish the existing Rubidoux Booster Station along the Mt. Rubidoux Drive pedestrian trail; and abandon-in-place approximately 500 LF of cast iron pipeline within Mt. Rubidoux Drive from approximately 9th Street to approximately the existing Rubidoux Booster Station's location. Thus, while a short-term impact will result from the presence of construction equipment, the scenic vista value of Mt. Rubidoux will not be affected as the Project area is near its eastern base in an area with existing development. As such, the construction activity will not impact the views of or from Mt. Rubidoux Memorial Park. Further, upon completion of construction in areas where pipelines are installed, the pre-Project existing conditions will be restored and affected alignment will be repaved per the City's Public Works Standard No. 453, where applicable, and in the area of the existing Rubidoux Booster Station, the space will be restored to match the surrounding environment.

Additionally, the City has designated several scenic and special boulevards and scenic parkways within the City that meet local criteria for designation as scenic routes. Of the roadways that will be affected by the Project, Mission Inn Avenue is designated as a scenic boulevard, and none of the affected roadways are designated as special boulevards or scenic parkways (FPEIR, Tables 5.1-A and 5.1-B). The portion of Mission Inn Avenue that will be directly affected by the Project is also classified as a 4-lane arterial with a 100-foot right-of-way as well as a parkway (GP 2025, Figure CCM-4). A short-term impact will result from the presence of construction equipment, which will alter the scenic appeal of the affected portion of Mission Inn Avenue (generally between Mt. Rubidoux Drive and Redwood Drive) during construction activity. However, this impact will be temporary and will cease when construction is complete.

The proposed Mission Inn Booster Station will be visible by vehicular, bicycle, and pedestrian traffic traveling northwest on Mission Inn Avenue toward the City of Jurupa Valley. However, the Project incorporates landscaping to soften the booster station's appearance. The exterior finish of the booster station was selected so as to not substantially conflict with the surrounding historic resources (i.e., Seventh Street (Mission Inn Avenue), Mount Rubidoux, Colony Heights, and Evergreen Quarter Historic Districts, and the Buena Vista Bridge Landmark #74) and thus not distract or diminish the scenic value of the area particularly when viewed from Mission Inn Avenue. In addition, the proposed booster station will require review and approval of a Certificate of Appropriateness (COA) by the City Cultural Heritage Board, and through this process, will be required to

incorporate the conditions of approval identified as part of the COA. Thus, implementation of the Project will not detract from, or otherwise substantially impact, Mission Inn Avenue's scenic designation. Moreover, once construction of the proposed 12-inch diameter discharge and suction pipelines within Mission Inn Avenue is completed, the pre-Project existing conditions will be restored and the affected alignment repaved per the City's Public Works Standard No. 453. To reduce impacts from the booster station and electrical transformer to scenic vistas, which include Mt. Rubidoux Memorial Park and Mission Inn Avenue, mitigation measure **MM AES 1** (which is the same as **MM CR 1**) will be implemented and impacts will be **less than significant with mitigation**.

> **MM AES 1 (same as MM CR 1):** To reduce potential direct and indirect impacts to Mount Rubidoux, the Buena Vista Bridge, and the Seventh Street Historic District, Mount Rubidoux Historic District, Colony Heights Historic District, Evergreen Quarter Historic District, and Loring Park, the exterior treatment of the Mission Inn Booster Station shall be generally consistent to the nearest historic features in the viewshed, which is the Buena Vista Bridge and its accompanying stone walls, through the use of treated concrete in muted color without creating a false impression of being historical in origin. Landscaping shall be planted and maintained around the booster station and electrical transformer in substantial conformance with the conceptual landscaping shown in Figure 6A. The historic stone wall along Mt. Rubidoux Drive shall not be damaged or altered as a result of Project-related construction, operation, or maintenance.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☒	☐	☐

1b. Response: ***(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways, General Plan 2025 FPEIR Figure 5.1-1 – Scenic and Special Boulevards, Parkways, Table 5.1-A – Scenic and Special Boulevards, Table 5.1-B – Scenic Parkways, the City's Urban Forest Tree Policy Manual, Title 20 – Cultural Resources; Project Description)***

Scenic resources in the City include the scenic vistas identified above for Response 1a, as well as the City's greenbelt in the Arlington Heights Neighborhood and the Santa Ana River watercourse and riverbed extending along the City's northern edge (FPEIR, p. 5.1-2). The City has also designated certain roadways as scenic and special boulevards and scenic parkways so as to protect scenic resources and enhance the visual character of the City (FPEIR, pp. 5.1-19-5.1-20). As mentioned above in Response 1a, scenic resources nearest to the Project facilities include Mt. Rubidoux Memorial Park and Mission Inn Avenue. The Project facilities are approximately 2,000 feet southeast of the Santa Ana River watercourse and riverbed, and approximately 4 miles north of the City's greenbelt, and thus, will not have an impact of those identified scenic resources. Additionally, no officially designated or eligible state scenic highways traverse the City or its Sphere of Influence (FPEIR, p. 5.1-4), and there are no rock outcroppings at or near the proposed Project facilities.

The majority of the Project's proposed facilities will be subterranean. Specifically, the proposed new and replacement pipelines will be generally located in existing roadway rights-of-way and easement, and the pre-Project existing conditions will be restored upon completion of construction and affected alignments repaved per the City's Public Works Standard No. 453. The existing cast iron pipeline generally between 9th Street and the existing Rubidoux Booster Station will be cut and plugged at its ends and abandoned in place. Where the existing Rubidoux Booster Station is located, after its demolition, the space will be restored to match the surrounding environment; and as the Mary Evans Booster Station is located in a subterranean vault in existing roadway right-of-way, after its demolition, the vault will be removed, the space backfilled, and affected roadway repaved per the City's Public Works Standard No. 453. None of the proposed new and replacement pipelines are located in

alignments that include scenic resources except for the segment of Mission Inn Avenue between Mt. Rubidoux Drive and Redwood Drive. However, as mentioned above in Response 1a, except for a short-term and temporary impact of construction equipment during installation of the pipelines in that segment of the roadway, no permanent impact will result as the pre-Project surface conditions will be restored upon completion. Thus, the proposed pipelines will not impact scenic resources in the City.

The proposed Mission Inn Booster Station and associated electrical transformer are the only facilities that will be aboveground.[5] These aboveground facilities will be located at Loring Park, which is zoned with a cultural resources overlay. Because the booster station and electrical transformer are proposed to be located in a park, which is an eligible Resource of Merit (as discussed in response 5a) that is in proximity to six other historic resources, these structures will be landscaped so as not to materially detract from the scenic value of the area as required by mitigation measure **MM AES 1** (which is the same as mitigation measure **MM CR 1**). Additionally, the historic stone wall along Mt. Rubidoux Drive associated with the Buena Vista Bridge will not be damaged or altered as a result of the Project. Further, the proposed booster station will also incorporate the conditions of approval identified as part of the COA from the City's Cultural Heritage Board so as to affirm the appropriate design of the structure and its proposed landscaping within Loring Park and the surrounding historic districts. See also Response 5a.

Construction of the Mission Inn Booster Station will involve the removal of two to three existing Carob trees at Loring Park. The City's Park Superintendent assessed these trees and determined them to be in poor health and undesirable for the park. Carob Trees have intrusive root systems. As they age, they become hollow, die, and are prone to collapse. In turn for removing two to three Carob trees, the Project will plant two to three new trees at in proximity to the booster station. Therefore, for the reason stated above, impacts to scenic resources will be **less than significant with mitigation**.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐

1c. Response: ***(Source: General Plan 2025, Mount Rubidoux Historic District, Colony Heights Historic District, Evergreen Quarter Historic District, Seventh Street Historic District, and Project Description)***

The Project facilities traverse a number of historic districts in the City, which include Colony Heights, Evergreen Quarter, Mount Rubidoux, and Seventh Street historic districts. As previously mentioned in Responses 1a and 1b, the majority of the Project's proposed facilities will be subterranean. Upon completion of construction and installation of the proposed new and replacement pipelines, the pre-Project conditions will be restored. While the visual character and quality of these areas along the proposed pipeline alignments may be temporarily impacted during construction from the presence of construction equipment, no permanent impact will result upon completion of construction. Thus, visual impacts along the pipeline alignments will be less than significant. See Response 5a.

The proposed Mission Inn Booster Station, electrical transformer is the only components that will be aboveground. These Project components will be located at Loring Park with the booster station and electrical transformer within a portion of Loring Park and the right-of-way of Mt. Rubidoux Drive. Additionally, these aboveground facilities, along with Loring Park, are located within the Mount Rubidoux Historic District. Due to its location within Loring Park as well as within the Mount Rubidoux Historic District, the structures proposed to house the Mission Inn Booster Station and electrical transformer will be landscaped. **Figures 6-B through 6-E**

[5] The booster station building will be 9 feet tall; the transformer will be approximately 5.5 feet tall.

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

present "before" and "after"[6] views of the proposed location of the booster station and transformer with and without the Project from four vantage points. Project construction, operation, and maintenance will not alter the historic stone wall associated with the Buena Vista Bridge located along the southwestern perimeter of Loring Park near Mt. Rubidoux Drive. Thus, given the relatively low profile of the proposed booster station building (9 feet tall) and transformer (approximately 5.5 feet tall), in conjunction with the proposed landscaping and exterior treatment required by mitigation measure **MM AES 1**, the Project is not anticipated to substantially degrade the visual character and quality of Loring Park, an eligible Resource of Merit (see response 5a), the surrounding historic districts, the historic stone wall, or the preservation objectives of the Mount Rubidoux Historic District. Therefore, with implementation of mitigation measure **MM AES 1** (which is the same as **MM CR 1**), impacts will be **less than significant**. See also Response 5a.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

1d. Response: ***(Source: General Plan 2025, General Plan 2025 FPEIR Figure 5.1-2 – Mount Palomar Lighting Area, Mount Rubidoux Historic District, Colony Heights Historic District, Evergreen Quarter Historic District, Seventh Street Historic District, and Project Description)***

The Project facilities are primarily located within an urbanized area of the City in which there is existing lighting from street lights and residences. None of the Project facilities are located within the Mount Palomar Lighting Area (FPEIR, Figure 5.1-2). The Project facilities do not propose or include new sources of lighting or glare. Moreover, the Project does not propose or entail the removal or replacement of existing street lights, or the installation of new street lights. Further, nighttime construction is not anticipated for the Project; thus, the use of portable construction lighting will not be necessary. Therefore, the Project will not create a new source of substantial light or glare that would adversely affect the area, including the areas within the historic districts wherein facilities are located as mentioned in Response 1c, above. For these reasons, impacts regarding light and glare will be **less than significant**.

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[6] The two to three Carob trees have been removed in the "after" view.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FOREST RESOURCES:				
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 complied 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:				
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?	☐	☐	☐	☒

2a. Response: ***(Source: General Plan 2025 – Figure OS-2 – Agricultural Suitability)***

Based on the most recent Farmland data for Riverside County released by the state Department of Conservation's Farmland Mapping and Monitoring Program, which is incorporated in the latest amendment of GP 2025's Open Space/Conservation Element, the alignment of the Project's proposed pipelines and the areas of aboveground facilities are within, and immediately surrounded by, area designated as Urban and Built-Up Land (GP 2025, Figure OS-2). As such, the Project will not directly or indirectly impact any land classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the Project will have **no impact** to Farmland.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

2b. Response: ***(Source: General Plan 2025 – Figure OS-3 - Williamson Act Preserves, General Plan 2025 FPEIR – Figure 5.2-4 – Proposed Zones Permitting Agricultural Uses; and Zoning Map)***

The Project components are not within, nor immediately surrounded by, land under a Williamson Act contract (GP 2025, Figure OS-3). Additionally, the proposed pipeline alignments are generally located within existing rights-of-way and a water easement and will not traverse land currently utilized or zoned specifically for agricultural use. Moreover, the proposed booster station, electrical transformer, are not located in an area currently utilized or zoned specifically for agricultural use. Therefore, with respect to existing agricultural zoning and Williamson Act contract lands, **no impact** will occur.

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, forestland (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))?	☐	☐	☐	☒

2c. Response: ***(Source: Public Resources Code; Zoning Map; Google Maps)***

Forestland is defined in Public Resources Code Section 12220(g) as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." Timberland is defined in Public Resources Code Section 4526 as "land, other than land owned by the federal government and land designated by the board as experimental forestland, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis." Further, Timberland Production is defined in Government Code Section 51104(g) as an "area which has been zoned […] and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses […]."

The alignment of the Project's proposed pipelines and the area of aboveground facilities do not contain and are not immediately surrounded by, forestland, timberland, or land zoned for Timberland Production. The Project facilities primarily traverse through an urbanized area of the City. Therefore, with respect to forestland, timberland, and Timberland Production zones, **no impact** will occur.

d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

2d. Response: ***(Source: Site Visit; Public Resources Code; Zoning Map; Google Maps)***

As discussed in Response 2c, the Project facilities are not within or immediately surrounded by land containing forestland or timberland. Thus, the proposed Project will not result in the loss of forestland. Therefore, with respect to forestland, **no impact** will occur.

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?	☐	☐	☐	☒

2e. Response: (*Source: Source: General Plan 2025 – Figure OS-2 – Agricultural Suitability; Public Resources Code; Zoning Map; Google Maps)*

The Project facilities are located in an urbanized area of the City in which there is no existing designated Farmland or agricultural use, or existing forestland. Thus, Project implementation will not facilitate the conversion of Farmland to non-agricultural use or forestland to non-forest use. Therefore, with respect to converting Farmland or forestland, **no impact** will occur.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

3a. Response: ***(Source: South Coast Air Quality Management District's 2012 Air Quality Management Plan (AQMP))***

The City is located within the South Coast Air Basin ("the Basin"). The South Coast Air Quality Management District (SCAQMD) prepares the Air Quality Management Plan (AQMP) for the Basin. The AQMP sets forth a comprehensive program that will lead the Basin into compliance with all federal and state air quality standards. The AQMP's control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, if a project demonstrates compliance with local land use plans and/or population projections, then the AQMP would have taken into account such uses when it was developed.

The proposed Project is the consolidation of three pressure zones to better serve existing RPU customers consistent with the goals and policies of the GP 2025. Because there is no element of the Project that will change the existing land use patterns or General Plan Land Use designations in the Project area, the Project is deemed not to conflict with or obstruct implementation of the AQMP. Therefore, **no impacts** will occur.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐

3b. Response: ***(Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, Air Quality/GHG Analysis prepared by WEBB on February 10, 2015)***

Air quality impacts can be described in a short- and long-term perspective. Short-term impacts will occur during site grading and Project construction. Long-term air quality impacts will occur once the Project is in operation. Operational emissions would primarily be from the infrequent visits by vehicles driven by maintenance personnel and are considered negligible; therefore, only short-term construction impacts were evaluated.

Short-term emissions were evaluated using the CalEEMod version 2013.2.2 computer program (Appendix A – AQ/GHG Analysis). The Project will be subject to SCAQMD Rule 403 for fugitive dust. The AQ/GHG Analysis evaluated Project compliance with Rule 403 by incorporating the option of watering the site three times daily. Short-term emissions consist of fugitive dust and other particulate matter, as well as exhaust emissions generated by construction-related vehicles. Maximum daily emissions from Project construction are summarized below and compared to the SCAQMD's daily regional thresholds:

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

CalEEMod MODEL RESULTS SHORT-TERM IMPACTS						
Activity	Daily Emissions (lbs/day)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM-10**	**PM-2.5**
SCAQMD Daily Thresholds Construction	75	100	550	150	150	55
Daily Project - Emissions Construction	**5.42**	**47.66**	**34.93**	**0.04**	**5.87**	**4.30**
Exceeds Y/N Threshold?	**N**	**N**	**N**	**N**	**N**	**N**

Source: Table 2 of AQ/GHG Analysis

As shown in the table above, the emissions from construction of the Project are below the SCAQMD daily construction thresholds for all the criteria pollutants. In addition, the short-term emissions do not exceed SCAQMD's localized significance thresholds (LST) without mitigation, as contained in the AQ/GHG Analysis.

The long-term operational emissions from this Project are a result of the operation of the electric motors at the booster station site that will pump the water, the operation of a portable backup diesel generator (permitted by SCAQMD) in the event of electrical service disruption, and infrequent vehicle trips associated with booster station maintenance. As routine maintenance activities will be infrequent and short in duration, operational emissions would be negligible, and would have a less than significant effect on air quality.

Therefore, the Project's impacts will be **less than significant**.

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)?	☐	☐	☒	☐

3c. Response: ***(Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, South Coast Air Quality Management District's 2012Air Quality Management Plan)***

The portion of the South Coast Air Basin within which the Project is located is designated as a non-attainment area for ozone, PM-10, and PM-2.5 under both state and federal standards. Since the proposed Project does not conflict with any land use designations, it is in conformance with the AQMP, and the Project's emissions do not exceed the SCAQMD established thresholds of significance; the Project's net increase in criteria pollutant emissions for which the Project region is non-attainment is not cumulatively considerable. Impacts will be **less than significant**.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

3d. Response: ***(Source: General Plan 2025 FPEIR Table 5.3-B SCAQMD CEQA Regional Significance Thresholds, Air Quality/GHG Analysis prepared by WEBB on February 10, 2015)***

The proposed Project is located adjacent to local neighborhood streets. As detailed in the AQ/GHG Analysis (included as Appendix A to this Initial Study), the closest sensitive receptors are the residences immediately adjacent to these local area streets and proposed booster station location.

As discussed in Response 3b, short-term emissions will only be generated in the Project area during construction of the Project and have been found to be less than significant (see Response 3b and Appendix A of this Initial Study). In addition, the operational emissions were also found to be negligible and less than significant, as indicated in Response 3b above, hence the Project will not expose sensitive receptors to substantial pollutant concentrations and impacts are considered **less than significant**.

e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

3e. Response: ***(Source: Air Quality/GHG Analysis prepared by WEBB on February 10, 2015)***

The Project presents the potential for generation of objectionable odors in the form of diesel exhaust during construction in the immediate vicinity of the Project site. Odors generated during construction will be short-term and will not result in a long-term odorous impact to the surrounding area. After completion of the proposed improvements, only infrequent maintenance of the proposed facilities will be required. Recognizing the short-term duration and quantity of emissions in the Project area, the Project will result in **less than significant** impacts relating to objectionable odors.

4. BIOLOGICAL RESOURCES.

Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

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, Figure 5.4-8 – MSHCP Burrowing Owl Survey Area; and Project Description)***

The Project's pipeline facilities are located in an urbanized area of the City and not within or near a biological resource. Specifically, the facilities are not located within or near a SKR Core Reserve or other Habitat Conservation Plan (GP 2025, Figure OS-6), within or near an MSHCP Core or Linkage (GP 2025, Figure OS-7), within or near an MSHCP Criteria Cell (GP 2025, Figure OS-8), within or near an MSHCP Narrow Endemic Plant Species Survey Area (FPEIR, Figure 5.4-6), or within or near a MSHCP Burrowing Owl Survey Area (FPEIR, Figure 5.4-8). The Project's facilities are primarily located within existing roadway rights-of-way and a

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

water easement, and the areas that are not currently paved have been previously disturbed. As such, the Project's alignment and facility locations do not exhibit the characteristics of an area of biological significance. Consequently, no endangered or threatened species or their associated habitats occur within or near the Project facilities.

Construction of the Mission Inn Booster Station will involve the removal of two to three existing trees at Loring Park. While the City's Park Superintendent has determined these trees to be in poor health, these trees have the potential to support nests utilized by birds protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC Section 703-711) or the California Fish and Game Code Sections 3503.5-3513. Thus, the potential exists for direct construction-related disturbance to nesting bird species resulting from the removal of these trees. Accordingly, mitigation measure **MM BIO 1** is required, which will reduce potential impacts to less than significant by avoiding the nesting season or conducting a pre-construction survey for nesting birds to determine if construction activity may proceed in the area.

> **MM BIO 1:** If feasible, removal of any trees or vegetation shall be done during the non-nesting season (September to February). If construction cannot be limited to the non-nesting season, a qualified biologist shall check the trees for potential nesting sites no more than three (3) days prior to any tree removal activities. If nesting birds are present, the area shall be avoided and the trees undisturbed until the young have fledged as determined by the qualified biologist. Avoidance will involve a prescribed 500-foot buffer zone for birds of prey and a 100- to 300-foot buffer zone for songbirds from sensitive locations.

Therefore, impacts will be **less than significant with mitigation**.

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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

4b. 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 5.4-1 – Habitat Areas and Vegetation Communities, 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; and Project Description)***

As discussed in Response 4a, the Project facilities are not located within or near an area of biological significance as determined by the GP 2025 and its FPEIR. The Project facilities are located in an urbanized area of the City where the land has been previously disturbed by development or landscaping. Riparian areas are found along the Santa Ana River, immediately adjacent to bodies of water, and within arroyos (FPEIR, p. 5.4-54), and the Project facilities are not within or near riparian habitats (FPEIR, Figure 5.4-1). Thus, no riparian habitat or other sensitive natural communities exist within or near the proposed Project. Therefore, the Project does not have the potential to adversely affect riparian or sensitive natural community habitats, and **no impact** will occur.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

4c. Response: ***(Source: USGS Quad Map Layer; General Plan 2025 FPEIR Figure 5.4-1 – Habitat Areas and Vegetation Communities)***

Wetlands are defined as those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas (FPEIR, pp. 5.4-55 – 5.4-56). As discussed in Response 4b, there are no riparian habitats within or near the Project facilities. The Project facilities are located in an urbanized area of the City that has been previously disturbed by development and landscaping. Because no wetlands occur within or in proximity to the proposed Project, **no impact** will occur.

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?	☐	☒	☐	☐

4d. Response: ***(Source: MSHCP, and General Plan 2025 –Figure OS-7 – MSHCP Cores and Linkage)***

As discussed in Response 4a, the Project facilities are not located within or near an area of biological significance, which includes areas identified by the MSHCP for biological resources. The Project facilities are located in an urbanized area of the City that has been previously disturbed by development and landscaping. The Project facilities are not located within an MSHCP designated Criteria Cell, Core, or Linkage. No riparian habitat or other sensitive natural community exists along the Project Alignment or within its proximity. Moreover, no wetlands occur within or in proximity to the Project Alignment. However, as also discussed in Response 4a, construction of the Mission Inn Booster Station will involve the removal of two to three existing trees at Loring Park, which have the potential to support nests utilized by migratory birds protected under MBTA. Accordingly, mitigation measure **MM BIO 1** is required of the Project, which will reduce potential impacts to migratory bird species to below a level of significance. Therefore, impacts will be **less than significant with mitigation**.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐

4e. Response: ***(Source: MSHCP, Title 16 Section 16.72.040 – Establishing the Western Riverside County MSHCP Mitigation Fee, Title 16 Section 16.40.040 – Establishing a Threatened and Endangered Species Fees, City of Riverside Urban Forest Tree Policy Manual; 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)***

Local policies and ordinance protecting biological resources include SKR-HCP, MSHCP, Lake Mathews Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan ("Lake Mathews Plan Area"), El Sobrante Landfill Habitat Conservation Plan ("El Sobrante Plan Area"), and the City's Urban Forest Tree Policy. The Project facilities are not located within or near a SKR Core Reserve, the Lake Mathews Plan Area, or El

Sobrante Plan Area (GP 2025, Figure OS-6). Additionally, the Project facilities are not located within or near an MSHCP Core or Linkage (GP 2025, Figure OS-7), within or near an MSHCP Criteria Cell (GP 2025, Figure OS-8), within or near an MSHCP Narrow Endemic Plant Species Survey Area (FPEIR, Figure 5.4-6), or within or near a MSHCP Burrowing Owl Survey Area (FPEIR, Figure 5.4-8). Moreover, as the City is a permittee to the MSHCP, the Project is required to be compliant with the MSHCP (see Response 4f, below). Further, as the Project will consist of the removal of two to three existing Carob trees at Loring Park, which were determined by the City's Park Superintendent to be in poor health, in compliance with the overall objective of the City's *Urban Forestry Policy Manual* the Project will plant two to three new replacement trees in proximity to the booster station building and transformer so as not to diminish the City's urban forest/tree community. Therefore, with regard to local biological policies and ordinance, impacts will be **less than significant**.

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?	☐	☐	☐	☒

4f. Response: ***(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; General Plan 2025 FPEIR Figure 5.4-1 – Habitat Areas and Vegetation Communities, 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)***

As discussed in Response 4e, the Project facilities are not located within or near the SKR-HCP, Lake Mathews Plan Area, or El Sobrante Plan Area (GP 2025, Figure OS-6). The Project facilities are located within the boundaries of the MSHCP, specifically within the Cities of Riverside and Norco Area Plan; however, no portion of the Project facilities are within a MSHCP Criterial Cell or Subunit Area (FPEIR, Figures 5.4-2 and 5.4-4). Even so, as the City is a permittee to the MSHCP, the Project is required to be consistent with the MSHCP. The following discussion demonstrates the Project's compliance with MSHCP, specifically Section 3.2.1, Section 6.1.2, Section 6.1.3, Section 6.1.4, Section 6.3.2, Section 7.5.3, and Appendix C.

MSHCP Section 3.2.1 (The MSHCP Plan Map)

The MSHCP Plan Map identifies the following four categories of property within the MSCHP Plan Area as it relates to Conservation Areas: Criteria Area, Public/Quasi-Public Lands (PQP), Rural Mountainous Designation, and American Indian Lands. None of these types of property are present within or adjacent to the Project facilities (FPEIR, Figure 5.4-7). Therefore, the Project will be compliant with Section 3.2.1 of the MSHCP.

MSHCP Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools)

The Project facilities are not within or near areas containing any MSHCP riparian/riverine areas or vernal pools, or habitat for riparian/vernal pool species with survey requirements (FPEIR, Figure 5.4-1). No focused surveys or conservation are required for the Project. As such, the Project will be compliant with Section 6.1.2 of the MSHCP.

MSHCP Section 6.1.3 (Protection of Narrow Endemic Plant Species)

The Project facilities are not within the Narrow Endemic Plant Species Survey Area (FPEIR, Figure 5.4-6). No additional focused surveys or conservation are required for the Project. As such, the Project will be compliant with Section 6.1.3 of the MSHCP.

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

MSHCP Section 6.1.4 (Guidelines Pertaining to Urban Wildlands Interface)

The MSHCP Urban/Wildland Interface Guidelines are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area (FPEIR, Figure 5.4-7). The Project facilities are not within, nor adjacent to, an MSHCP Conservation Area. As such, the Project will be compliant with Section 6.1.4 of the MSHCP.

MSHCP Section 6.3.2 (Additional Survey Needs and Procedures)

The Project facilities are not within the burrowing owl survey area (FPEIR, Figure 5.4-8). No focused surveys or conservation are required for the Project. As such, the Project will be compliant with Section 6.3.2 of the MSHCP.

MSHCP Section 7.5.3 (Construction Guidelines)

The MSHCP Construction Guidelines are intended to address construction effects in proximity to the MSHCP Conservation Area and PQP Lands. These guidelines pertain to activities such as sediment and erosion control, timing of construction activities, stream diversions, footprint of disturbance areas, exotic species removal, training of construction personnel, equipment maintenance, and disposal of waste, dirt, rubble, or trash. The Project facilities are not adjacent to MSHCP Conservation Area or PQP Lands. As such, the Project will be compliant with Section 7.5.3 of the MSHCP.

MSHCP Appendix C (Standard Best Management Practices)

The MSHCP Standard Best Management Practices pertain to the same types of activities as the MSHCP Construction Guidelines. As mentioned, the Project facilities are not located within or adjacent to MSHCP Conservation Area or PQP Lands. As such, the Project will be compliant with Appendix C of the MSHCP.

As discussed above, the Project will be compliant with the MSHCP. Therefore, **no impact** will occur.

5. CULTURAL RESOURCES.

Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of the CEQA Guidelines?	☐	☒	☐	☐

5a. Response: ***(Source: GP 2025 FPEIR Table 5.5-A Historical Districts and Neighborhood Conservation Areas and Appendix D, Title 20 of the Riverside Municipal Code, and site specific Cultural Resources Survey prepared by CRM TECH on June 15, 2015)***

There are seven potentially historic resources located within proximity to the locations of the proposed Project's facilities or the two booster stations to be demolished:

- Mount Rubidoux (Site 33-009680; CPHI[7] Riv-007; City Landmark #26);
- Seventh Street Historic District (City Landmark #40);
- Buena Vista Bridge (City Landmark #74);
- Mount Rubidoux Historic District;
- Colony Heights Historic District;

[7] California Point of Historic Interest

- Evergreen Quarter Historic District; and
- Loring Park.

The Project's impact to each of these potential resources is discussed in the following paragraphs.

Mount Rubidoux (Site 33-009680; CPHI Riv-007; City Landmark #26)
Mount Rubidoux is an isolated rocky knoll on the northwestern edge of the City's "Mile Square." It was named after early settler and *ranchéro* Louis Robidoux[8] and developed as a public recreation site by Frank Miller (1858-1935), the original owner of the Mission Inn. The premise behind Mt. Rubidoux was to make the area more attractive to potential land buyers. Early improvements on Mount Rubidoux included a road to the summit, landscaping, and a large cross dedicated by Miller to Friar Junipero Serra. In 1909, the summit became the site of the nation's first Easter Sunrise Service, which inspired other outdoor worship services across the country (*ibid*.; State of California 1967). In 1925 the Peace Tower and Friendship Bridge were designed by Arthur Benton and constructed to honor Miller. In 1955, Miller's estate donated Mount Rubidoux to the City of Riverside. The boundaries of this site, as delineated by the Eastern Information Center, encompass the existing Rubidoux booster station and the westernmost segments of the proposed pipeline right-of-way. As a California Point of Historical Interest, Mount Rubidoux meets the definition of a historical resource under CEQA. (CRM TECH, pp. 12-13 and 19)

The Rubidoux Booster Station is near the City-documented southern boundary of the Mount Rubidoux Rubidoux Landmark. However, demolition of the Rubidoux Booster Station will not result in a significant alteration to the character and appearance of the surrounding areas and will not have an adverse effect on this historical resource. (CRM TECH, pp. 13, 21)

Seventh Street Historic District (City Landmark #40)
The Seventh Street Historic District was established by the City 1980. This district encompasses both sides of Mission Inn Avenue and includes many of the best recognized commercial and municipal buildings in downtown Riverside as well as a number of stately residences in the northwestern reach, near the Project location. City records describe the district as follows:

> The Seventh Street Historic District runs the entire length of Riverside's Mile Square, the familiar name for the original town site that John Goldsworthy, of the Los Angeles surveying and civil engineering firm Goldsworthy and Higbie, laid out for the city in 1870. Seventh Street, with the Buena Vista Bridge greeting carriage and auto traffic from Los Angeles at the west and with the Union Pacific and Santa Fe depots depositing railroad travelers at the east, represents the traditional gateway to Riverside. The Seventh Street Historic District uniquely embraces every facet of Riverside's historic economic, social, and home atmospheres… A broad range of civic, commercial, ecclesiastical and industrial architectural styles are represented along the length of the district corridor. The magnificent variety of styles presented along Seventh Street includes Pueblo, Mission Revival, Moorish, Churrigueresque, Renaissance Revival, Mediterranean, Classical Revival, and even Romanesque. The dramatic assemblage of property uses and high degree of artistic merit found in the vast majority of designs creates a stunning and unique sense of time and place for the early development of commercial, civic, and industrial architecture in the City of Riverside. (CRM TECH, p. 13)

[8] Rubidoux is a common misspelling of Louis Robidoux' last name.

A segment of the pipeline proposed to be installed along and across Mission Inn Avenue between Mount Rubidoux Drive and Redwood Drive is within this historic district. Because the northwestern end of this district reaches the southern perimeter of Loring Park, the booster station site is within the viewshed of the residences in this portion of the Seventh Street Historic District. As a local historical landmark, this district meets the definition of a historical resource under CEQA. (CRM TECH, pp. 13 and 19)

Construction of the proposed pipeline within the Seventh Street Historic District will entail the excavation of temporary trenches within existing easements and rights-of-way and does not include any above ground construction. Upon completion of the Project, the affected streets will be repaved to City standards, and any landscaping that may be removed will be restored. Because construction of the water pipelines will not result in a significant alteration to the character and appearance of the surrounding area, the Seventh Street Historic District will not be adversely affected. (CRM TECH, pp. 20-21)

The proposed location of the Mission Inn Booster Station is within the viewshed of the Seventh Street Historic District. Because this site is located on vacant land in a portion of Loring Park and an existing right-of-way, it will not result in a direct physical impact to this historic district. However, if the booster station is designed and constructed in a manner that is incompatible to the characteristics of the area's historical resources in scale, massing, height, and/or style, the booster station building may constitute an indirect but potentially adverse effect. The conceptual landscaping proposed for the booster station structure is intended to minimize the profile of this structure such that it would be compatible in scale, massing, height, and style with the surround historic structures. With implementation of mitigation measure **MM CR 1**, which requires landscaping and exterior treatment compatible with the nearby historic Buena Vista Bridge and its accompanying stone walls, potential indirect impacts to the Seventh Street Historic District will be reduced to less than significant.

> **MM CR 1 (same as MM AES 1):** To reduce potential direct and indirect impacts to Mount Rubidoux, the Buena Vista Bridge, and the Seventh Street Historic District, Mount Rubidoux Historic District, Colony Heights Historic District, Evergreen Quarter Historic District, and Loring Park, the exterior treatment of the Mission Inn Booster Station shall be generally consistent to the nearest historic features in the viewshed, which is the Buena Vista Bridge and its accompanying stone walls, through the use of treated concrete in muted color without creating a false impression of being historical in origin. Landscaping shall be planted and maintained around the booster station and electrical transformer in substantial conformance with the conceptual landscaping shown in Figure 6A. The historic stone wall along Mt. Rubidoux Drive shall not be damaged or altered as a result of Project-related construction, operation, or maintenance.

Buena Vista Bridge (City Landmark #74)

The Buena Vista Bridge lies in a southwest-northeast direction across Mission Inn Avenue, directly adjacent to the southern perimeter of Loring Park and in close proximity to the proposed booster station. This resource is a poured-concrete arch bridge with stone veneers. The main arch spans over four traffic lanes of Mission Inn Avenue, with a small arch at the southwestern end of the bridge that accommodates a pedestrian path. Four stone towers mark the ends of the main span, each topped with three stacked concrete pyramids. Similar but smaller towers topped with two stacked pyramids are set along the low stone walls defining the approaches to the bridge. (CRM TECH, p. 13)

According to commemorative plaques dedicated by the City, the bridge was constructed in 1931 as "a major element in the beautification program associated with the widening of the bridge over the Santa Ana River and of its Seventh Street approach." John Matich of Matich Brothers, founder of a local construction company that began

in 1918 and has since expanded beyond California was identified on the plaques and in engravings in the concrete pavement as the builder of the bridge, while J.F. Davidson and A.C. Fulmor, both well-known civic engineers in the Riverside area at the time, were credited as the project engineers. As a local historical landmark, the Buena Vista Bridge meets the definition of a historical resource under CEQA. (CRM TECH, pp. 14 and 19)

The proposed location of the Mission Inn Booster Station is within the viewshed of the Buena Vista Bridge. As such, the booster station site is also subject to the Secretary of the Interior's standards and guidelines as well as the City of Riverside's design guidelines. Because this site is located on vacant land in Loring Park and an existing right-of-way, it will not result in a direct physical impact any of the nearby historical resources. However, if the booster station is designed and constructed in a manner that is incompatible to the characteristics of the area's historical resources in scale, massing, height, and/or style, the booster station building may constitute an indirect but potentially adverse effect. The conceptual landscaping proposed for the booster station structure is intended to minimize the profile of this structure such that it would be compatible in scale, massing, height, and style with the surround historic structures. With implementation of mitigation measure **MM CR 1**, which requires landscaping and exterior treatment compatible with the nearby historic Buena Vista Bridge and its accompanying stone walls, potential indirect impacts to the Buena Vista Bridge will be reduced to less than significant.

Mount Rubidoux Historic District (designated in 1987)

The Mount Rubidoux Historic District can be considered a microcosm of the development of several residential architectural styles in Southern California from 1903 to 1935. The majority of the historic homes in the District are one of three styles: Mediterranean Revival, Period Revival (non-Mediterranean), and Craftsman, which signify the divergence in philosophy of the regional architecture of the time. Other Period Revival styles found in this district are based on the precedent of English and French historical domestic architecture, particularly the Tudor, Norman, and French Cottage styles. Craftsman Bungalow houses signify the spirit of local materials and natural simplicity and are well represented in the Mount Rubidoux Historic District. (CRM TECH, p. 14)

The Mary Evans Booster Station, the proposed site of the Mission Inn Booster Station, and small portions of the proposed pipelines right-of-way are within the Mount Rubidoux Historic District. Construction of the proposed pipelines will entail the excavation of temporary trenches within existing easements and rights-of-way and does not include any above ground construction. Upon completion of the Project, the affected streets will be repaved to City standards, and any landscaping that may be removed will be restored. Therefore, construction of the water pipelines will not cause a substantial adverse change in the significance of a historical resource. Demolition of the Mary Evans Booster Station will not result in a significant alteration to the character and appearance of the surrounding areas and will not have an adverse effect on this historical resource. However, due to the location of the booster station in the Mount Rubidoux Historic District, the booster station site is also subject to the Secretary of the Interior's standards and guidelines for the preservation of district or neighborhood setting as well as the City of Riverside's design guidelines for public features and streetscape within the district. In general, the guidelines require new planting and hardscape elements introduced into the district to be consistent with the "forms, materials, patterns, textures, colors, and finishes established for the District" and to incorporate "contextual qualities" that are consistent with the rest of the district. As such, the proposed booster station may cause an indirect but potentially adverse effect. In order to mitigate this potential impact to the Mount Rubidoux Historic District, mitigation measure **MM CR 1** is required, which requires the structure's landscaping and exterior treatment to be compatible with the nearby historic features, thus reducing potential impacts to less than significant. For these reasons, the Project will not have an adverse effect on the Mount Rubidoux Historic District. (CRM TECH, pp. 20-22)

Colony Heights Historic District (designated 1998)

The Colony Heights Historic District is bounded by the north side of Mission Inn Avenue, the west side of Pine Street, the south side of Third Street and the east side of Redwood Drive. This district includes a total of 67 properties and features primarily one- and two-story, single-family residences. Streets within the district are laid out in a grid pattern (as is all of downtown Riverside) and are developed with two travel lanes and street parking on both sides. Lots are typically 50-60 feet wide while setbacks are typically 35-40 feet. The houses of Colony Heights represent a cross-section of the types and styles of homes built in Riverside in the early decades of the twentieth century and include excellent examples of Craftsman, Turn-of-the-Century, and Period Revival architectural styles. The majority of the contributing properties display a high degree of architectural integrity. (CRM TECH, p. 14)

Portions of the proposed pipeline right-of-way are adjacent to the Colony Heights Historic District. Construction of the proposed pipelines will entail the excavation of temporary trenches within existing easements and rights-of-way and does not include any above ground construction. Upon completion of the Project, the affected streets will be repaved to City standards, and any landscaping that may be removed will be restored. Because construction of the water pipelines will not result in a significant alteration to the character and appearance of the surrounding area, the Colony Heights Historic District will not be adversely affected. (CRM TECH, pp. 20-21)

Evergreen Quarter Historic District (designated in 2004)

This district is bounded by University Avenue to the north, Evergreen Cemetery to the south, the east side of Redwood Drive to the west, and Locust Street to the east. It includes 336 properties of which 289 are contributors. There are over 20 individually designated historic resources within the Evergreen Quarter Historic District, including 3 landmarks and 17 structures of merit. The district features primarily one- and two-story, single-family residences and duplexes, but also includes apartment buildings, churches, and Evergreen Cemetery, the district's namesake. Residences within this district represent a wide variety of residential architectural styles popular in southern California from the 1880s to the 1930s, including Queen Anne, American Foursquare, Craftsman, Spanish Colonial Revival, Mission Revival, and Classical Revival. There are also some residences which reflect postwar architectural styles into the 1950s. Some alterations have crept into the architectural fabric of the district in the form of aluminum sliding windows, stuccoing over original wood siding, and porch enclosures. However, the majority of the contributing properties display a high degree of architectural integrity. (CRM TECH, p. 14)

Portions of the proposed pipeline right-of-way are adjacent to the Evergreen Historic District. Construction of the proposed pipelines will entail the excavation of temporary trenches within existing easements and rights-of-way and does not include any above ground construction. Upon completion of the Project, the affected streets will be repaved to City standards, and any landscaping that may be removed will be restored. Because construction of the water pipelines will not result in a significant alteration to the character and appearance of the surrounding area, the Evergreen Heights Historic District will not be adversely affected. (CRM TECH, pp. 20-21)

Loring Park

Located on the southern slope of Indian Hill, Loring Park is named for Charles Morgeridge Loring (1833-1922), a colorful businessman, influential civic leader, and enthusiastic open space advocate in Riverside. He was born in Maine and hailed from Minnesota, but spent winters and had many interests in Riverside and was associated with Mission Inn owner Frank Miller. Around 1889, he commissioned architects A.C. Willard and James Wood for a block-long, Richardsonian Romanesque-style office and theater building on the northwest corner of Main Street and Mission Inn Avenue. When the Loring Opera House opened in 1890, Miller was its manager. Moreover, in another venture, Loring and Miller vigorously sought improvements to Mount Rubidoux in order to enhance the City's appeal to prospective landowners. Loring paid for improvements to Mount Rubidoux that included the St.

Francis Fountain and waterfall at the hill end of the Friendship Bridge as well as supervised the planting of hundreds of trees along the lower slopes. For the construction of a replacement bridge between Mount Rubidoux and Little Mount Rubidoux (Indian Hill), which is now the Buena Vista Bridge, land owned by Loring was dedicated to the City where shrubbery was profusely planted by the City. Although some historic accounts suggest this land was dedicated by Miller to the City. Earlier, in 1923, a year after Loring's death, April 17 was declared Loring Day by the City and a plaque dedicated to him was affixed to Loring Rock, located along the footpath to the Mount Rubidoux summit. Officially, the City dedicated this area on Little Mount Rubidoux (Indian Hill) in 1932 as Loring Park, 10 years after Loring's death, although most considered it less a park and more an attractive planting along an entrance drive. (CRM TECH, pp. 15-16)

Currently, Loring Park consists of 2.48 acres of undeveloped open space with trees, grass, and granitic boulders and is surrounded on the north, east, and south sides by residences from predominantly the early 20th century. According to a City memorandum, Loring Park had no irrigation systems in place until around the end of 2012, and some 14 years ago nearby residents attempted to keep it irrigated using their own meters until it became too costly. A short time prior to 2012, 22 dead trees were removed from the park. After sprinklers were installed in the park, in 2013 an Arbor Day tree planting and fundraising event allowed people to plant a tree for a $150 donation. (CRM TECH, pp. 16-17) At present the trees within Loring Park are not irrigated due to poor water pressure.

Unlike the other six resources discussed above, Loring Park bears no previously bestowed local historical designation, nor has it been listed in or formally determined eligible for listing in the California Register of Historical Resources. Based on guidelines set forth by the National Park Service for the National Register of Historic Places and adopted by the State Office of Historic Preservation for the California Register of Historical Resources, Loring Park does not appear to meet any of the criteria for either of these registers. As essentially an undeveloped open space reserve, Loring Park does not embody the work of an important creative individual, nor does it represent any particular artistic pursuit, design philosophy, or technological innovation. It is not known to be associated with a significant event in history, either a specific event or a pattern of events, and it holds little potential for any important historical or archaeological data. (CRM TECH, pp. 19-20)

The early history of Loring Park is marginally associated with Charles Loring, through prior property ownership, and possibly with Frank Miller, both of whom have attained widely recognized renown in local history. However, the level of association between the park and these historic figures is not sufficiently close or strong to satisfy the requirement of National/California Register guidelines, especially in comparison to other properties in Riverside that are much better established embodiments of their contributions to the growth of Riverside in the late 19th and early 20th centuries. Loring Park is located within the boundaries of the Mount Rubidoux Historic District, but does not contribute materially to the architectural characteristics of the district. Nonetheless, in its largely natural state, it is consistent to the overall feeling and setting of the district. As an "established and familiar visual feature" of the neighborhood and near a historic gateway to Riverside, Loring Park is consistent in character not only to the surrounding historic districts but also to the adjacent Buena Vista Bridge and the stone retaining walls that flank the bridge and define a part of the park boundary. As such, it can be considered a natural feature that contributes to "the broader understanding of the historical, archaeological, cultural, architectural, community, aesthetic or artistic heritage of the City." Therefore, based on these considerations, CRM TECH concluded that Loring Park appears eligible for designation by the City of Riverside as a "Resource of Merit" under Criteria 1, in accordance with the City's Cultural Resources Ordinance. Pursuant to City policies, it thus qualifies as a "discretionary historical resource" for CEQA-compliance purposes. (CRM TECH, p. 20)

As the historic value of Loring Park as a Resource of Merit stems mainly from its existing visual characteristics to the neighborhood and the other "historical resources" nearby rather than its existing physical attributes, the

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

potential viewshed change is the primary concern for Project effect at this location. The Project design is subject to the Secretary of the Interior's standards and guidelines and the City of Riverside's design guidelines for public features and streetscape, due in part to the proposed booster station's site within the Mount Rubidoux Historic District and within Loring Park, an eligible Resource of Merit. The proposed booster station may cause an indirect but potentially adverse effect on nearby historic resources and thereby compromise the qualities that render Loring Park itself eligible as a Resource of Merit. In order to mitigate this potential impact to Loring Park, mitigation measure **MM CR 1** is required, which will require the structure's landscaping and exterior treatment to be compatible with the nearby historic features, thus reducing potential impacts to less than significant. (CRM TECH, pp. 20-22)

b. Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5 of the CEQA Guidelines?	☐	☒	☐	☐

5b. Response: ***(Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity, Appendix D – Cultural Resources Study and site specific Cultural Resources Survey prepared by CRM TECH on June 15, 2015)***

The Project site is within an area of unknown archaeological sensitivity (GP 2025 FPEIR Figure 5.5-1) and areas of medium and unknown prehistoric cultural resources sensitivity (GP 2025 FPEIR Figure 5.5-2).

The sacred lands and record search conducted by the Native American Heritage Commission (NAHC) did not identify the presence of Native American cultural resources in the immediate Project area and recommended contacting the following local Native American groups or representatives: Agua Caliente Band of Cahuilla Indians, Cahuilla Band of Indians, Kupa Cultural Center (Pala Band), La Jolla Band of Mission Indians, Morongo Band of Mission Indians, Pala Band of Mission Indians, Pauma and Yuima Reservation (Pauma Band of Luiseño Indians), Pauma Valley Band of Luiseño Indians, Pechanga Band of Mission Indians, Ramona Band of Cahuilla Mission Indians, Rincon Band of Mission Indians, Soboba Band of Luiseño Indians, Soboba Band of Mission Indians, Ramona Band of Cahuilla Mission Indians, and William J. Pink (Luiseño). In addition to the 22 contacts provided by the NAHC, CRM TECH also consulted Yvonne Markle (Environmental Office Manager for the Cahuilla Band of Indians), Rob Roy (Environmental Director for the La Jolla Band of Luiseño Indians), John Gomez, Jr. (Cultural Resources Coordinator for the Ramona Band of Cahuilla Indians), and Rose Duro (Cultural Committee Chairman of the Rincon Band of Luiseño Indians). Three of the 26 parties contacted responded as summarized in the following table. (CRM TECH, pp. 9-10)

Native American Group (Individual Responding)	Comment
Agua Caliente Band of Cahuilla Indians (Katie Eskew, Archaeologist)	• The Project area is not within the Tribe's Traditional Use Area (TUA) and they have no concerns regarding this project. • The Tribe's response letter concludes their consultation efforts.
Pauma Band of Luiseño Indians (Chris Devers, Cultural Clerk)	• The Tribe is not aware of any specific cultural sites or resources in the vicinity to the proposed and hope there is cultural documentation. • Recommend an archaeologist and Native monitor be present for all ground disturbance. • Request to be kept updated on the Project's progress.

Native American Group (Individual Responding)	Comment
Pala Band of Mission Indians (Shasta G. Gaughen, PhD, Tribal Historic Preservation Officer)	• The Project is not within the boundaries of the recognized Pala Indian Reservation. • The project is outside of the Tribe's TUA. • No objections to the Project as proposed and defer to the wishes of Tribes in closer proximity to the Project Area.

Source: *Historical/Archaeological Resources Survey Report, Mission Inn Booster Station Installation and Rezoning Project, City of Riverside, Riverside County CA*, Appendix 2.

There is one previously recorded Native American site in close proximity to the Project area on the eastern slope of Indian Hill (Little Mount Rubidoux). This site, which is located on private property, consists of bedrock milling slick and mortars on a bedrock outcrop (CRM TECH, p. 7). The field survey conducted as part of preparation of the *Historical/Archaeological Resources Survey Report* did not locate any surface evidence of pre-historic era resources, which is to be expected given that the locations of the water pipelines have been previously disturbed by the construction of existing pipelines and other utilities in the roads, the grading and pavement of the roads, and the construction of buildings along the proposed pipeline alignments from previous construction activities.

In accordance with the requirements of Assembly Bill 52[9] (AB 52), RPU provided written notification of the Project to all of the Native American tribes that requested to receive such notification. Of the tribes notified the Morongo Band of Mission Indians and Soboba Band of Luiseño Indians requested formal government-to-government consultation under AB 52.

Consultation between a representative of the Soboba Band of Luiseño Indians and RPU took place on October 28, 2015. No specific tribal cultural resources were identified. The area of interest to the Soboba Band of Luiseño Indians is the first eight feet of native soils. The Soboba Band of Luiseño Indians requested monitoring by a licensed professional archaeologist or a Soboba Band of Luiseño Indians-affiliated Native American monitor during initial ground disturbing activities at Loring Park, 9th Street, Redwood Drive, and the decommissioning of the Rubidoux Booster Station. If RPU choses to use a licensed archaeological monitor, the Soboba Band of Luiseño Indians requested to be notified in the event any resources found and a Soboba Band of Luiseño Indians-affiliated Native American monitor be present when the resource is unearthed. The Soboba Band of Luiseño Indians requested RPU enter into a treatment and disposition agreement in the event any tribal cultural resources are found and that such resources be reburied on the Project site. As a result of this consultation, mitigation measure **MM CR 2** will be implemented.

On November 10, 2015, a formal consultation meeting was held between RPU and a representative of the Morongo Band of Mission Indians. No specific tribal cultural resources were identified. However, the Morongo Band of Mission Indians indicated Loring Park is in proximity to Indian Hill, so their concern would be with human remains. The Morongo Band of Mission Indians requested a monitor affiliated with that tribe be present for initial ground disturbing activities at Loring Park. In response to this request, mitigation measures **MM CR 2** and **MM CR 3** will be implemented.

[9] Assembly Bill 52 (AB 52), signed into law in 2014, amends CEQA and establishes new requirements for tribal notification and consultation. AB 52 applies to all projects for which a notice of preparation or notice of intent to adopt a negative declaration/mitigated negative declaration is issued after July 1, 2015. AB 52 also broadly defines a new resource category of tribal cultural resources and establishes a more robust process for meaningful consultation that includes: prescribed notification and response timelines; consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and documentation of all consultation efforts to support CEQA findings.

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

Although not anticipated to be present, in the unlikely event that archaeological resources, including tribal cultural resources are unearthed during construction, implementation of mitigation measures **MM CR 2** and **MM CR 3** will reduce potential impacts to less than significant.

> **MM CR 2:** To reduce impacts to cultural and/or archaeological resources resulting from an inadvertent discovery during construction at Loring Park, all initial ground disturbing activities at Loring Park shall be monitored by a qualified professional archaeologist and a Morongo Band of Mission Indians-affiliated Native American Monitor. Should any cultural and/or archaeological resources be inadvertently discovered during construction, construction activities in the vicinity of the discovery shall immediately halt, construction shall be moved to other parts of the Project site, the Soboba Band of Luiseño Indians shall be notified, and the significance of the resource(s) shall be determined. If the find is determined to be a historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (State *CEQA Guidelines*) or a tribal cultural resource as defined in California Public Resources Code 21074 (*CEQA Statue*), reburial, avoidance, or other appropriate measures shall be implemented.
>
> **MM CR 3**: To reduce impacts to cultural and/or archaeological resources resulting from construction within 9th Street and Redwood Drive, and decommissioning of the Rubidoux Booster Station, all initial ground disturbing activities within 9th Street, Redwood Drive, and the Rubidoux Booster Station shall be monitored by a qualified professional archaeologist. Should any cultural and/or archaeological resources be or inadvertently discovered during construction, construction activities in the vicinity of the discovery shall immediately halt, construction shall be moved to other parts of the Project site, the Soboba Band of Luiseño Indians shall be notified, and the significance of the resource(s) shall be determined. If the find is determined to be a historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (State *CEQA Guidelines*) or a tribal cultural resource as defined in California Public Resources Code 21074 (*CEQA Statue*), reburial, avoidance, or other appropriate measures shall be implemented.

For the reasons stated in the preceding paragraphs, Project impacts to archaeological resources will be **less than significant with mitigation**.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

5c. Response: ***(Source: GP 2025 FPEIR)***

Paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. A number of locations in the City and its Sphere of Influence have a variety of known significant paleontological resources. Ground-disturbing activities in the fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface. (FPEIR, pp. 5.5-26 – 5.5-27) The areas along the Santa Ana River and south of Mockingbird Canyon Reservoir are considered places of paleontological importance (FPEIR, p. 5.5-3). Due to the highly disturbed nature of the Project area from development and landscaping activity and the lack of a known paleontological sensitivity, impacts to paleontological resources are not anticipated. However, in the unlikely event that paleontological resources are uncovered during construction, implementation of mitigation measure **MM CR 4** will reduce potential impacts to less than significant by establishing the procedure to safeguard the resource. Therefore, impacts will be **less than significant with mitigation**.

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

MM CR 4: Should any paleontological resources be uncovered during construction, construction activities in the vicinity of the discovery shall be moved and a qualified paleontological resources specialist will be retained to evaluate the resources. If the find is determined to be significant, avoidance or other appropriate measures as identified by the paleontologist shall be implemented. Appropriate measures include a qualified paleontologist to be permitted to recover, evaluate; and curate the find(s) in accordance with current standards and guidelines.

d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

5d. Response: ***(Source: GP 2025 FPEIR Figure 5.5-1 - Archaeological Sensitivity and Figure 5.5-2 - Prehistoric Cultural Resources Sensitivity)***

Implementation of the Project is not anticipated to disturb any human remains, including those interred outside of formal cemeteries. The Project facilities are within an urbanized area of the City that has already been disturbed by development and landscaping. However, in the unlikely event that unknown human remains are uncovered during Project construction, California Health and Safety Code Sections 7052 and 7050.5 require the Riverside County Coroner's Office to be contacted within 24 hours and all work to be halted until a clearance is given by that office and any other involved agencies. Further, in that event, the City will comply with the requirements of Public Resources Code Section 5097.98, as amended. Therefore, with adherence to existing laws and codes, **no impact** will occur.

6. GEOLOGY AND SOILS.

Would the project:

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.	☐	☐	☒	☐

6a.i. Response: ***(Source: General Plan 2025 Figure PS-1 – Regional Fault Zones; and General Plan 2025 FPEIR)***

Seismic activity is to be expected in Southern California. The Alquist-Priolo Earthquake Fault Zone specifies types of faults and specific faults that are considered sufficiently active and well defined as to constitute a potential hazard to structures from surface faulting or fault creep. Cities are to use the policies and criteria in the exercise of their responsibility to prohibit the location of developments and structures for occupancy across the trace of active faults. In the City and its Sphere of Influence, there are no Alquist-Priolo zones. (FPEIR, p. 5.6-18; GP 2025, Figure PS-1) Therefore, with regard to exposing people or structures to the risk of loss, injury, or death involving earthquake fault rupture, impacts will be **less than significant**.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
ii. Strong seismic ground shaking?	☐	☐	☒	☐

6a.ii. Response: ***(Source: General Plan 2025 Figure PS-1 – Regional Fault Zones; and General Plan 2025 FPEIR)***

The fault zones, specifically the San Jacinto fault zone, located east of the City, and the Elsinore fault zone, located south of the City, have the potential to cause moderate to large earthquakes that would cause intense ground shaking in its vicinity (FPEIR, p. 5.6-18; GP 2025, Figure PS-1). The Project's proposed facilities will incorporate current engineering design and construction protocols, which include seismic considerations, that are required by regulation and the City's design standards. Adherence to such design standards will reduce potential impacts from strong seismic ground shaking. Therefore, impacts will be **less than significant**.

iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

6a.iii. Response: ***(Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential, and Appendix E – Geotechnical Report)***

Seismically-induced liquefaction is a process by which water-saturated materials (including soil, sediment, and certain types of volcanic deposits) lose strength and fail during strong ground shaking. The City is underlain by areas susceptible to varying degrees of liquefaction, ranging from very low to very high; areas with very high risk of liquefaction are particularly along the Santa Ana River (FPEIR, p. 5.6-18). The Project's proposed pipeline alignment traverse areas of low, moderate, and high risk of liquefaction, and the proposed booster station is located in an area with high risk of liquefaction (GP 2025, Figure PS-2). Even so, as mentioned in Response 6ii, the Project will incorporate current engineering design and construction protocols, which include seismic considerations, that are required by regulation and the City's design standards. Moreover, the Project is not proposing habitable structures, and as such, will not result in exposing persons or habitable structures to hazards related to ground failure, including liquefaction. Therefore, impacts will be **less than significant**.

iv. Landslides?	☐	☐	☒	☐

6a.iv. Response: ***(Source: General Plan 2025 FPEIR Figure 5.6-1 – Areas Underlain by Steep Slope, Appendix E – Geotechnical Report, and Title 17 – Grading Code)***

Strong ground shaking can worsen existing unstable slope conditions resulting in landslides. The Project's proposed pipeline alignments are generally located in an area of 0 to 10 percent slope, and thus, with a very low risk of landslide. Although Loring Park is located in an area with 10 to 15 and 15 to 30 percent slope, which represents a medium to high risk of landslide due to topography (FPEIR, Figure 5.6-1), the proposed site for the booster station and transformer is on relatively level land, which will not require substantial grading for site preparation. The final planning report for the *Mission Inn Booster Station Installation & Rezoning Project,* estimates approximately 179 cubic yards of cut and 41 cubic yards of fill, resulting in a net removal of approximately 138 cubic yards during grading and excavation. As mentioned in Response 6aii, the Project will incorporate current engineering design and construction protocols, which include seismic considerations, that are required by regulation and the City's design standards. Additionally, the booster station site is close to Mt. Rubidoux Drive, and there are no hillsides or slopes above this site that could result in landslides onto the proposed Project. For these reasons impacts with regard to exposing people or structures to hazards related to ground failure, including landslides impacts will be **less than significant**.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

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, and Title 17 – Grading Code)***

The Project proposes subterranean facilities with exception to the proposed booster station and electrical transformer. The Project's components are primarily located under existing pavement and a water easement. During construction of the proposed new and replacement pipelines, construction equipment will be used to rip pavement, trench subgrade and soils, install pipelines, and resurface the existing roads, although this activity will largely remain within the paved areas. The construction of the aboveground facilities will result in a negligible loss of topsoil at Loring Park. Through adherence to the RMC during construction and conditions of the grading permit, which requires an erosion control plan and soils report to be prepared and approved by the City before issuance of the permit (RMC, Section 17.16.010(A)), the Project will not result in substantial soil erosion. Moreover, as the City is a co-permittee for the Riverside County NPDES permit issued by the SWRCB via the SARWQCB, the Project is bound to comply with all aspects of the permit requirements, which requires an erosion control plan and associated BMPs be implemented during construction activities to minimize the loss of soil and prevent substantial erosion. Therefore, impacts will be **less than significant.**

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

6c. Response: ***(Source: General Plan 2025 Figure PS-1 – Regional Fault Zones, Figure PS-2 – Liquefaction Zones, General Plan 2025 FPEIR Figure PS-3 – Soils with High Shrink-Swell Potential, Figure 5.6-1 - Areas Underlain by Steep Slope, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, and Appendix E – Geotechnical Report)***

Regarding fault zones, liquefaction zones, swell potential, and landslides, see Responses 6a.i through 6a.iv, above.

The Project facilities will traverse various soil types including Buren, Cieneba, Greenfield, Pachappa, and Vista (FPEIR, Figure 5.6-4); however these soils types are not considered unstable (FPEIR, Table 5.6-B) nor does the Project entail substantial grading or excavation that would result in unstable soil conditions. As part of the final design, a geotechnical report will be prepared that will identify specific recommendations for site preparation, construction, and design of building foundations. Through incorporation of current engineering design and construction protocols that are required by regulation and RPU's design standards in combination with the recommendations of the Project-specific geotechnical report, impacts from the proposed Project facilities will be **less than significant**.

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?	☐	☐	☒	☐

6d. Response: ***(Source: General Plan 2025 FPEIR Figure 5.6-4 – Soils, Figure 5.6-4 – Soils, Table 5.6-B – Soil Types, Figure 5.6-5 – Soils with High Shrink-Swell Potential, Appendix E – Geotechnical Report, and California Building Code as adopted by the City of Riverside and set out in Title 16 of the Riverside Municipal Code)***

Expansive soils are soils with a significant amount of clay particles that have the ability to give up water (shrink) or take on water (swell). Fine-grained soils, such as silts and clays, may contain variable amounts of expansive clay minerals. When these soils swell, the change in volume exerts significant pressures on loads that are placed

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

on them. This shrink/swell movement can adversely affect building foundations, often causing them to crack or shift, with resulting damage to the buildings they support. (FPEIR, p. 5.6-12) As discussed in Response 6c, the Project facilities will traverse various soil types including Buren, Cieneba, Greenfield, Pachappa, and Vista (FPEIR, Figure 5.6-4). None of these soil types are identified with a high shrink-swell potential (FPEIR, Table 5.6-B), nor are the Project facilities near soil types with a high shrink-swell potential (FPEIR, Figure 5.6-5). Even so, the Project will incorporate current engineering design and construction protocols that are required by regulation and the City's design standards so as to address all adequate and appropriate safety considerations. Therefore, impacts will be **less than significant**.

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?	☐	☐	☐	☒

6e. Response: ***(Source: Project Description)***

The Project will not generate wastewater, and does not include any component that would require septic tanks or alternative wastewater disposal systems. Therefore, **no impact** will occur.

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?	☐	☐	☒	☐

7a. Response: ***(Source: Air Quality/GHG Analysis prepared by WEBB on February 10, 2015)***

The AQ/GHG Analysis evaluated the Project's greenhouse gas (GHG) emissions associated with the Project and indicates that an estimated total of 242.28 metric ton per year of carbon dioxide (CO_2) equivalents ($MTCO_2E$) will occur from Project construction equipment over the course of the estimated construction period. The total amortized GHG emissions from Project construction (8.08 $MTCO_2E$) are below the lowest SCAQMD recommended screening level of 1,400 $MTCO_2E$/yr for commercial projects. In addition, the electrical emissions associated with the pumping of water are negligible because the Project is replacing two existing, older booster stations with one new booster station.

Due to the estimated amount of emissions from Project construction, and negligible operational emissions from infrequent maintenance vehicles and the use of electric pumps, the proposed Project will not generate GHG emissions and the impact is considered to be **less than significant**.

b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

7b. Response: ***(Source: Project Description)***

As the proposed Project involves the construction of water pipelines and booster station improvements, it is not considered a significant source of operational GHG emissions. The Project will not result in any changes to the existing land use patterns within the Project area and its construction does not generate significant amounts of

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

GHG; therefore, the Project will not conflict with any applicable plan, policy, or regulation for the reduction in GHG emissions. Impacts are **less than significant**.

8. HAZARDS AND 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?	☐	☐	☒	☐

8a. Response: ***(Source: General Plan 2025 Public Safety Element, GP 2025 FPEIR, California Health and Safety Code, Title 49 of the Code of Federal Regulations; and Project Description)***

Construction of the Project will involve the transport of fuels, lubricants, and various other liquids for operation of construction equipment. These materials will be transported to the site of the Project component being constructed by equipment service trucks. In addition, workers will commute to the site of the Project component via private vehicles and will operate construction vehicles and equipment on public streets. The United States Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transport of hazardous materials, as described in Code of Federal Regulations Title 49 and implemented by California Code of Regulations Title 13. Materials that are hazardous to humans and animals will be present during Project construction including diesel fuel, gasoline, equipment fuels, concrete, lubricant oils, adhesives, human waste, and chemical toilets. The potential exists for direct impacts to human health and the environment from accidental spills of small amounts of hazardous materials during Project construction. However, a variety of federal, state, and local laws govern the transport, generation, treatment, and disposal of hazardous materials and wastes; for instance, appropriate documentation for all hazardous waste that is transported in connection with this Project's activities will be provided as required for compliance with existing hazardous materials regulations codified in California Code of Regulations Titles 8, 22, and 26, and their enabling legislation set forth in California Health and Safety Code Chapter 6.95. Further, hazardous materials are required to be stored in designated areas designed to prevent accidental release to the environment and disposed of according to the rules and regulations of federal and state agencies.

In addition, the presence of such hazardous materials will cease upon construction's completion, and will not be necessary during operation except in the infrequent maintenance or emergency repair-related activities. Compliance with all applicable laws and regulations will reduce the potential impacts associated with the routine transport, use, or disposal of hazardous materials. Therefore, the Project's impacts will be **less than significant**.

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?	☐	☐	☒	☐

8b. Response: ***(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, and Project Description)***

See Response 8a, above. Given the size of the Project and the types of hazardous materials needed during construction, hazardous materials will not be present in any significant quantity and any spill is likely to be easily contained. Moreover, use of these materials will be conducted in accordance with all applicable federal and state laws, which includes requirements for secondary containment of hazardous materials and appropriate spill response procedures. Therefore, the Project's impact will be **less than significant**.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

8c. Response: ***(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, California Health and Safety Code, Title 49 of the Code of Federal Regulations)***

Riverside Unified School District's Bryant Elementary School, located at 4324 3rd Street, is within a quarter-mile of the proposed 12-inch diameter ductile iron pipeline within Redwood Drive generally between 4th Street and 5th Street (FPEIR, Figure 5.13-2; Table 5.13-D). There are no other existing or planned, public or private schools within a quarter-mile of the other Project facilities. Although hazardous materials and waste generated from the Project's construction may pose a health risk to Bryant Elementary School, the Project will comply with existing federal, state, and local regulations associated with the exposure of schools to hazardous materials. Moreover, upon Project construction completion, operation will not result in exposure to such hazardous materials or hazardous emissions beyond, as necessary, for infrequent maintenance and emergency repair-related activity. See also Responses 8a and 8b, above. Therefore, the Project's impacts will be **less than significant**.

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?	☐	☐	☐	☒

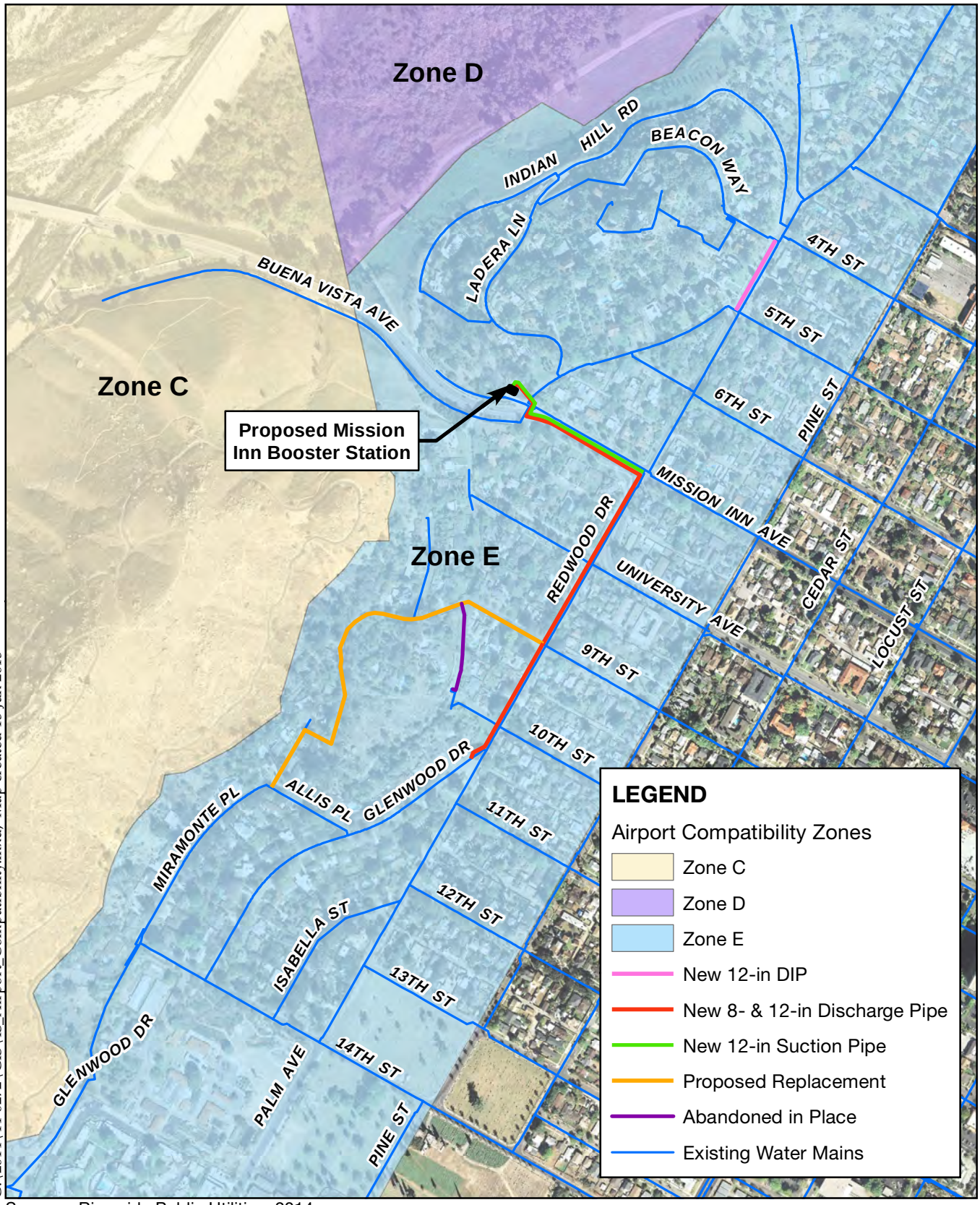
8d. Response: ***(Source: General Plan 2025 Figure PS-5 – Hazardous Waste Sites, GP 2025 FPEIR Tables 5.7-A – CERCLIS Facility Information, Figure 5.7-B – Regulated Facilities in TRI Information, 5.7-C – DTSC EnviroStor Database Listed Sites; and Cortese List)***

The Project facilities are not within or near a known hazardous waste site in the City (GP 2025, Figure PS-5). Moreover, there are currently 16 sites in Riverside County identified on the "Cortese" list, 2 of which are located within the City: 2777 Main Street and the agricultural operations yard on UC Riverside's campus. Neither of these listed sites are located near the Project facilities. Therefore, in this regard, **no impact** will occur.

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?	☐	☐	☒	☐

8e. Response: ***(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, RCALUCP)***

The Project facilities are located within the Riverside County Airport Land Use Compatibility Plan (RCALUCP) for Flabob Airport, a private public use airport located in the City of Jurupa Valley. As shown on **Figure 7 – Flabob Airport Compatibility Zones**, the Project facilities are located within Compatibility Zone E. Table 2A – Basic Compatibility Criteria within the RCALUCP identifies the uses deemed compatible for each land use compatibility zone. For Zone E, which is classified as "Other Airport Environs," there are no limits on development density or intensity nor open space requirements. Prohibited uses are those which are hazardous to flight due to being a tall object or visually distracting to the pilot. Airspace review is required for objects greater than 100 feet tall, and uses such as major spectator-oriented sports stadiums, amphitheaters, and concert halls are discouraged beneath principal flight tracks. (RCALUCP, Table 2A)



G:\2014\14-0272\GIS\IS_Airport_Compatibility.mxd; Map created 15 Jun 2015

Sources: Riverside Public Utilities, 2014:
Riverside Co. Airport LUC, 2014.

Figure 7 - Flabob Airport Compatibility Zones

Mission Inn Booster Station Installation and Pressure Rezoning Project

0 300 600 900 Feet

ALBERT A. WEBB ASSOCIATES

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

The Project does not propose or include uses that are incompatible with or prohibited by Compatibility Zone E, and thus, will not create a safety hazard for aircraft operations related to Flabob Airport or for people residing or working in the area. Therefore, **impacts will be less than significant**.

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?	☐	☐	☐	☒

8f. Response: ***(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, and GP 2025 FPEIR, AirNav)***

There are no private airstrips located within a 2-mile radius of the Project Site (FPEIR, 5.7-35 and AirNav). Therefore, with regard to safety hazards resulting from people residing or working in the Project area and private airstrips, **no impact** will occur.

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐

8g. Response: ***(Source: GP 2025 FPEIR Section 5.7 – Hazards and Hazardous Materials)***

Operation of the Project will not impact an emergency response plan or emergency evacuation plan as the Project's proposed pipelines will be underground and the aboveground Project components will be located at Loring Park, outside the paved roadways, and thus, will not impact the use of the affected roadways in the event of an emergency response or evacuation. Additionally, the Project will improve emergency access and evacuation by replacing the existing Mary Evans Booster Station, which, due to its location in a subterranean vault underneath the roadway pavement of Beacon Way, requires closure of Beacon Way at Redwood Drive during routine maintenance. However, construction of the Project has the potential to impact an emergency response or evacuation plan as a result of the temporary lane or roadway closures or detours along affected roadways in the City such as Mission Inn Avenue, a designated 4-lane arterial. As discussed later in Response 16e, implementation of mitigation measure **MM TRANS 1** requires a Construction Traffic Management Plan be prepared to the satisfaction of, and approval by, the City of Riverside Public Works Department, City of Riverside Police Department, and City of Riverside Fire Department prior to the initiation of any construction activities that requires a lane or roadway closure or detour, which will reduce potential impacts to less than significant as this measure requires safe access and passage of affected roadways to City standards. Therefore, impacts will be **less than significant with mitigation**.

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?	☐	☐	☐	☒

8h. Response: ***(Source: General Plan 2025 Figure PS-7 – Fire Hazard Areas)***

The Project facilities are located in an urbanized area of the City that has been disturbed by development and landscaping. While the Project facilities are located in proximity to Mt. Rubidoux, the hill and surrounding area are not identified as a fire hazard area (GP 2025, Figure PS-7). Moreover, the Project facilities and surrounding area are not adjacent or intermixed with wildlands. Therefore, in this regard, **no impact** will occur.

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

9. HYDROLOGY AND WATER QUALITY.

Would the project:

a. Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒

9a. Response: ***(Source: GP 2025 FPEIR Table 5.8-A – Beneficial Uses Receiving Water; and Project Description)***

Construction of the Project may result in the discharge of sediment and other construction byproducts. The City is a co-permittee for the Riverside County NPDES permit issued by the SWRCB via the SARWQCB, and is bound to comply with all aspects of the permit requirements. The permit requires all applicable BMPs be implemented during construction activities; the plan will ensure potential impacts are not significant during construction. In the highly unlikely event groundwater is encountered during Project construction, a dewatering permit will be required from SWRCB, and this permit will identify waste discharge requirements and water quality objectives that must be achieved. Further, the proposed Mission Inn Booster Station does not include a water quality treatment component nor is there a plan to add such a component in the future. Potable water is treated before entering the City's water distribution system. The Project's primary purpose is to better convey potable water to existing customers currently experiencing insufficient and substandard fire flow rates and water pressures. Therefore, the Project will not violate water quality standards. Operation of the Project will also not result in waste discharge, and thus, will not violate discharge requirements by replacing aging pipelines. Therefore, in this regard, **no impact** will occur.

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)?	☐	☐	☐	☒

9b. Response: ***(Source: GP 20235 FPEIR; and Project Description)***

Potable drinking water in the City and its Sphere of Influence is mostly supplied from local groundwater. Approximately 97 percent of the water supplied by RPU is from Bunker Hill, Riverside North and South, and the Gage Exchange groundwater basins. (FPEIR, p. 5.8-18) Any use that would increase the use of potable water has the potential to deplete groundwater supplies. Other than the use of water during construction, the Project will not include any components that generate additional demand for water, nor does the Project include any component that will indirectly increase the regular use of water. The Project's primary purpose is to better convey existing water supplies to existing customers currently experiencing insufficient and substandard fire flow rates and water pressures. For these reasons, Project implementation will not result in a substantial depletion of groundwater supplies or interfere with groundwater recharge. Therefore, in this regard, **no impact** will occur.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

9c. Response: ***(Source: Project Description)***

The Project facilities are located in an urbanized area of the City that has largely been developed and impervious surfaces already exist. Drainage is generally conveyed within existing streets before entering into existing storm drainage facilities. The Project facilities will not alter existing roadway configurations, alignments, or drainage facilities, or alter the course of a stream or river. Project implementation will marginally increase the amount of impervious area at Loring Park where the booster station and electrical transformer are proposed to be located. The comparatively minor footprint size of these structures in comparison with the park will not alter existing drainage patterns at Loring Park in a manner that would result in substantial erosion or siltation. Therefore, impacts will be **less than significant**.

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?	☐	☐	☒	☐

9d. Response: ***(Source: Project Description)***

See Response 9c, above. The comparatively minor footprint size of the aboveground facilities will not alter surface runoff at Loring Park in a manner that would result in flooding. Therefore, impacts will be **less than significant**.

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?	☐	☐	☒	☐

9e. Response: ***(Source: Project Description)***

As discussed in Response 9c, above, the Project facilities are in an urbanized area with existing drainage infrastructure and implementation of the Project will marginally increase impervious surfaces at Loring Park from the footprints of the Mission Inn Booster Station and electrical transformer. These improvements will not increase the amount of existing runoff or change the overall drainage pattern so as to affect any stormwater drainage system. The Project will also not generate runoff, and thus, will not provide substantial additional sources of polluted runoff into the drainage system. Potential runoff from construction activities will be addressed through implementation of all applicable BMPs per the requirements of the Riverside County NPDES permit, to which the City is a co-permittee. Therefore, impacts will be **less than significant**.

f. Otherwise substantially degrade water quality?	☐	☐	☐	☒

9f. Response: ***(Source: Project Description)***

See Response 9a., above. The Project will not substantially degrade water quality as the Project will achieve all regulatory requirements and adhere to the prescribed BMPs of the Riverside County NPDES permit. Operation of

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

the Project will not include a water quality treatment component. Water is treated before entering the City's distribution system. Therefore, in this regard, **no impact** will occur.

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?	☐	☐	☐	☒

9g. Response: ***(Source: Project Description)***

The Project does not propose housing. Therefore, in this regard, **no impact** will occur.

h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒

9h. Response: ***(Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas; and GP 2025 FPEIR)***

The 100-year flood zone is primarily located along channels, creeks, streams, and watercourses such as the Santa Ana River and several portions near dams, including Sycamore Canyon Dam, Box Springs Dam, Alessandro Dam, Prenda Dam, Woodcrest Dam, Mockingbird Canyon Dam, and Harrison Dam. Additionally, several arroyos are also located within or near the 100-year flood zone, which includes the Springbrook Wash, Tequesquite, Alessandro, Prenda, Woodcrest, and Mockingbird Canyon Arroyos. (FPEIR, p. 5.8-22) However, the Project facilities are not located within or near a 100-year flood hazard area (GP 2025, Figure PS-4). Therefore, in this regard, **no impact** will occur.

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?	☐	☐	☐	☒

9i. Response: ***(Source: General Plan 2025 Figure PS-4 – Flood Hazard Areas; and GP 2025 FPEIR)***

There are nine dams the failure of which could impact portions of the City. The dam inundation areas of the City are mainly connected to the City's arroyos/drainage courses, and the 100- and 500-year floodplain. (FPEIR, p. 5.8-23) However, the Project facilities are not located within or near a dam inundation area (GP 2025, Figure PS-4). Therefore, in this regard, **no impact** will occur.

j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

9j. Response: ***(Source: GP 2025 FPEIR)***

A seiche is a to-and-fro vibration of a waterbody that is similar to water sloshing back and forth in a basin swimming pool, or bathtub. Once initiated, oscillation within the waterbody can continue independently. Seiches are often triggered by earthquakes. The most likely area that could be subject to seiche in the region is Lake Mathews and Lake Evans in Fairmont Park. The potential damage related to a seiche from Lake Mathews and Lake Evans, however, is considered minimal. (FPEIR, pp. 5.8-23 – 5.8-24) Even so, a seiche would not impact the Project facilities due to the distance of the proposed facilities from these lakes and intervening topography.

Tsunamis are tidal waves that occur in coastal areas (FPEIR, p. 5.8-24). The distance of the City from the Pacific Ocean precludes the potential for tsunamis. Therefore, no impact from tsunamis will occur.

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

Significant mudflows associated with erosion and fire damage may also occur near the Santa Ana River, Lake Hills, Norco Hills, Box Springs Mountain area and the nine arroyos in and around the City (FPEIR, p. 5.8-24). However, limited nuisance mudflows may occur in the event of an extreme storm resulting in erosion of urban landscaping (FPEIR, p. 5.8-24). As discussed in Response 6b, above, construction of the Project will prevent substantial erosion as part of the erosion control plan and associated BMPs required of the NPDES permit and grading permit. Operation of the Project will not increase the risk of nuisance mudflow or the exposure of persons or habitable structures to mudflow inundation.

Therefore, for the reasons stated above, **no impact** will occur.

10. LAND USE AND PLANNING:

Would the project:

a. Physically divide an established community?	☐	☐	☐	☒

10a. Response: ***(Source: Project Description)***

The Project's proposed pipelines will be located underground within existing roadway rights-of-way and a water easement. Upon completion of construction, the pre-Project surface conditions will be restored. The Project's proposed booster station and electrical transformer will be located in a portion of Loring Park. The Project does not propose any component that will physically divide an established community. Therefore, in this regard, **no impact** will occur.

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?	☐	☐	☐	☒

10b. Response: ***(Source: General Plan 2025, General Plan 2025 Figure LU-10 – Land Use Policy Map, Table LU-5 – Zoning/General Plan Consistency Matrix, Title 19 – Zoning Code; and Project Description)***

The Project's primary purpose is to better convey existing water supplies to existing customers currently experiencing insufficient and substandard fire flow rates and water pressures through the construction of new and replacement pipelines, new booster station, and demolition of two existing booster stations. The Project also includes an electrical transformer, which will power the proposed booster station. The Project facilities are primarily located within existing roadway rights-of-way and a water easement, including the proposed booster station. The Project facilities are consistent with applicable plans, policies, and regulations and will not change, or cause to be changed, any existing GP 2025 land use designation, land use zoning, or roadway classifications and configurations. Moreover, the Project will not prohibit future development in correspondence with the City's land use guidance and policy documents. Therefore, in this regard, **no impact** will occur.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

10c. Response: ***(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; General Plan 2025 FPEIR Figure 5.4-1 – Habitat Areas and Vegetation Communities, 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)***

See Response 4f, above. **No impact** will occur.

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?	☐	☐	☒	☐

11a. Response: ***(Source: General Plan 2025 Figure – OS-1 – Mineral Resources; and GP 2025 FPEIR)***

The State Geologist classifies land in California based on availability of mineral resources. Because available aggregate construction material is limited, five MRZ designations have been established for the classification of sand, gravel, and crushed rock resources (FPEIR, pp. 5.10-2, 5.10-4):

- SZ: Scientific Resource area containing unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance.
- MRZ-1: Adequate information indicates that no significant mineral deposits are present or likely to be present.
- MRZ-2: Adequate information indicates that significant mineral deposits are present or there is a high likelihood for their presence and development should be controlled.
- MRZ-3: The significance of mineral deposits cannot be determined from the available data.
- MRZ-4: There is insufficient data to assign any other MRZ designation.

The Project facilities are located in MRZ-3 (GP 2025, Figure OS-1). Given the urbanized nature of the Project area and that the alignment of the Project's proposed pipelines are within existing roadway rights-of-way and a water easement, and that the locations of the Project's proposed aboveground facilities are in a long-disturbed and landscaping area, it is highly unlikely any surface mining or mineral recovery operation could feasibly take place in or adjacent to the Project facilities. Therefore, impacts will be **less than significant**.

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?	☐	☐	☐	☒

11b. Response: ***(Source: General Plan 2025 Figure – OS-1 – Mineral Resources; and GP 2025 FPEIR)***

There are no specific areas within the City or its Sphere of Influence that have locally important mineral resource recovery sites. Also see Response 11a, above. Therefore, in this regard, **no impact** will occur.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

12a. Response: ***(Source: Title 7 – Noise Code; Project Description)***

The City has determined certain noise levels are detrimental to public's health, safety, and welfare, and are contrary to the public interest. In order to control unnecessary, excessive and/or annoying noise in the City, minimize noise levels, and mitigate the effects of noise so as to provide a safe and healthy living environment, Title 7 Noise Control of the RMC provides general noise regulations. The proposed Project consists of subterranean pipelines and a new booster station (to replace two existing booster stations). The pipelines will not produce an audible noise, and the operational noise of the proposed Mission Inn Booster Station will be attenuated by the pre-cast concrete structure housing the pumps and distance from nearest noise-sensitive receptors (located approximately 120 feet away). However, the Project will generate noise during construction from the use of the necessary construction equipment.

Construction-related noise is regulated by RMC Section 7.35.010(B)(5), which allows construction-related noise to occur between 7:00 a.m. to 7:00 p.m. on weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays, with no construction activities allowed on Sunday or federal holidays. Exemptions to the regulations in RMC Title 7 are identified in RMC Section 7.35.020. Included among the exempted activities are those associated with the public health, welfare, and safety per Section 7.35.020(F), which states:

> *The provisions of this Title shall not apply to construction, maintenance, and repair operations conducted by public agencies and/or utility companies or their contractors which are deemed necessary to serve the best interests of the public and to protect the public health, welfare and safety, including but not limited to, trash collection, street sweeping, debris and limb removal, removal of downed wires, restoring electrical service, repairing traffic signals, unplugging sewers, vacuuming catch basins, repairing of damaged poles, removal of abandoned vehicles, repairing of water hydrants and mains, gas lines, oil lines, sewers, storm drains, roads, sidewalks, etc.*

Because the construction of the Project facilities constitutes a necessity of RPU to serve the best interests of the public and to protect the public health, welfare, and safety by better conveying existing water supplies to existing customers currently experiencing insufficient and substandard fire flow rates and water pressures, Project-related construction noise is exempt from GP 2025 and Title 7 noise restrictions. Therefore, impacts will be **less than significant**.

b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

12b. Response: ***(Source: General Plan Figure N-1 – 2003 Roadway Noise, Figure N-2 – 2003 Freeway Noise, Figure N-3 – 2003 Railway Noise, Figure N-5 – 2025 Roadway Noise, Figure N-6 – 2025 Freeway Noise, Figure N-7 – 2025 Railroad Noise, FPEIR Table 5.11-G – Vibration Source Levels For Construction Equipment; Caltrans VGM; Project Description)***

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

Groundborne vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of groundborne vibration are trains, buses on rough roads, and from construction equipment including bulldozers, caisson drilling, loaded trucks, and jackhammers (FPEIR, Table 5.11-G). The Project facilities are not located within roadway, freeway, or railroad noise contours for either the 2003 or 2025 scenarios (GP 2025, Figures N-1 – N-3, N-5 – N-7), and thus, any vibratory impacts from these sources, particularly the railroad, will not impact the Project area or subject Project construction personnel to groundborne vibration from those sources.

Groundborne vibration and groundborne noise are not typically associated with the operation of underground utilities and booster stations. Accordingly, operation and maintenance of the Project will not produce any substantial groundborne vibration or groundborne noise levels. Because Project construction will primarily take place within or adjacent to paved roadways and in areas that have already been developed, use of construction equipment that produce groundborne vibration will not be necessary for pipeline construction, surface repaving/restoration, or demolition of the existing Rubidoux and Mary Evans booster stations. As part of the site preparation for the Mission Inn Booster Station, the use of a small rubber-tired dozer may be necessary; however, such use is anticipated to be relatively minimal and short in overall duration of the Project's construction schedule. Groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of vibration, and the vibration from a small dozer at a distance of 50 feet is considered "barely perceptible" to humans (Caltrans VGM, Tables 5, 6, and 18). Thus, as the nearest structures considered to be noise-sensitive receptors are located approximately 120 feet from the proposed booster station site, groundborne vibration from Project construction will not substantially impact the receptors. Therefore, impacts will be **less than significant**.

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐

12c. Response: ***(Source: Title 7 – Noise Code, TeNS, GP 2025 FEIR, Project Description)***

According to the GP 2025 FEIR, the term "substantial" as used for CEQA purposes is not defined in most environmental compliance guidelines. Most people only notice a change in the noise environment when the difference in noise levels is approximately 3 dBA. A 5 dBA change (increase or decrease) in noise levels is required before any noticeable change in community response would be expected.

The increased noise levels associated with construction activities will not be permanent and are discussed in Response 12d, below. Operation and maintenance activities for the Project facilities and landscaping will be infrequent and short-term in nature and will not result in a substantial permanent increase in noise levels in the Project area. The main source of on-going operational noise will be from the booster pump's ventilation fan.

The exterior nighttime (10 p.m. to 7 a.m.) noise standard for residential land uses is 45 dBA (Riverside Municipal Code Section 7.25.010, Table 7.25.010A). It is assumed that the nighttime ambient noise level at the residence nearest to the proposed booster station building does not exceed 45 dBA. Because noise levels drop off by 6 dBA for each doubling of distance, in order for noise from the booster station to not exceed 45 dBA at the nearest residence (approximately 120 feet away), the noise level 50-feet from the booster station building cannot exceed 51 dBA. To ensure operation of the booster pump will note will not exceed 45 dBA at the nearest sensitive receptor, mitigation measure **MM NOI 1**, which requires the booster station building to incorporate noise attenuating materials, will be implemented. Therefore, with implementation of mitigation measure **MM NOI** operation of the proposed Project will not create a substantial permanent increase in ambient noise above levels which already exist without the Project. Impacts will be **less than significant with mitigation**.

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

MM NOI 1: As part of the final design and equipping of the booster station, the booster station building shall use of building materials, noise attenuating louvres, and/or interior insulation such that the noise level 50 feet from the building shall not exceed 51 dBA when the pumps and ventilation fan are in operation.

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐

12d. Response: ***(Source: GP 2025 FPEIR; USDOT; Title 7 – Noise Code; Project Description)***

The primary source of temporary or periodic noise is construction activity and maintenance work. Construction noise typically involves the loudest common urban noise events associated with building demolition, grading, construction, large diesel engines, truck deliveries and hauling. (FPEIR, p. 5.11-36) The following table shows typical noise levels associated with operation of applicable Project construction equipment at a distance of 50 feet without any shielding from the noise source. The "L_{max}" column shows the peak or maximum noise level, and the "L_{eq}" column shows the equivalent continuous noise level.

Typical Construction Equipment Noise Level [a]

Construction Equipment	Impact Device?	50 Feet from Source without Shielding	
		L_{max} (dBA)	L_{eq} (dBA)
Backhoe	No	77.6	73.6
Dozer	No	81.7	77.7
Dump Truck	No	76.5	72.5
Roller	No	80.0	73.0
Concrete Saw	No	89.6	82.6
Tractor	No	84.0	80.0
Paver	No	77.2	74.2
Welder	No	74.0	70.0
TOTAL [b]		**89.6**	**86.4**

[a] Calculated using the Federal Highway Administration Construction Noise Model (FHWA-HEP-05-054) also known as the Roadway Construction Noise Model (RCNM)

[b] Total L_{max} is the maximum among individual equipment L_{max} values; and total L_{eq} is based on an algorithm of individual equipment values contained in the below-referenced users guide.

Source: U.S. Department of Transportation, Federal Highway Administration, *FHWA Roadway Construction Noise Model Users Guide*, January 2006. (Available at https://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf, accessed February 6, 2015.)

Project construction will require the use of heavy equipment for site preparation/grading and excavation, trenching and pipeline installation, paving and demolition of the existing Rubidoux and Mary Evans Booster Stations. Construction activities will also involve the use of smaller power tools, generators, and other sources of construction noise, in addition to noise from construction vehicles. As residential uses generally surround the Project Facilities (see **Figure 2 – Aerial Photograph**), construction activities have the potential to exceed the 55

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

dBA daytime exterior noise level for residential uses as set forth in RMC Table 7.25.010A in the short-term. However, it is important to note that for the pipeline component of the Project, active pipeline construction will only be adjacent to any given noise-sensitive receptor for a few days as construction will be mobile and moving along the pipeline alignment. It should be recognized that the above construction noise table assumes no shielding or noise attenuation from the source of the noise to a receptor at 50 feet away. Because residential structures offer substantial amounts of attenuation from exterior noise sources, it is industry practice to assume a 12 dBA reduction of the exterior noise level to the structure's interior spaces if windows are open and a 20 dBA reduction of the exterior noise level to the structure's interior spaces if windows are closed.

In order to minimize Project-related construction noise, mitigation measures **MM NOI 2** through **MM NOI ~~6~~5** are required to be incorporated by the Project. These measures require limited construction hours, proper tuning, prohibits idling, staging equipment away from noise-sensitive receptors, limiting truck deliveries, and require advanced notification of noise-sensitive receptors. Since the construction-related activities and noise will be short-term and cease upon completion, and with incorporation of these mitigation measures, the short-term construction noise from the Project is considered to be below the level of significance. Therefore, impacts will be **less than significant with mitigation**.

MM NOI ~~1~~2: To minimize noise impacts resulting from poorly tuned or improperly modified vehicles and construction equipment, all vehicles and construction equipment shall maintain equipment engines and mufflers in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Riverside. Equipment maintenance records and equipment design specification data sheets shall kept and maintained by the contractor and available for review by the City upon request.

MM NOI ~~2~~3: To minimize noise from idling engines, all vehicles and construction equipment shall be prohibited from idling in excess of three (3) minutes when not in use.

MM NOI ~~3~~4: During construction, the Project contractor shall limit truck deliveries to the same hours specified for operation of construction equipment.

MM NOI ~~4~~5: To inform potential sensitive receivers of pending construction, the City shall give written notification to all property addresses, as shown on the latest Riverside County Assessors' roll within two-hundred (200) feet of the construction footprint/alignment no less than seven (7) days prior to the start of construction. The written notification shall include a tentative construction schedule and contact information for use by the public if specific noise issues arise.

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?	☐	☐	☐	☒

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

12e. Response: ***(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, Figure N-8 – Riverside and Flabob Airport Noise Contours; Project Description)***

As discussed in Response 8e, above, the Project facilities are located within Flabob Airport's influence area (GP 2025, Figure PS-6); however, no portion of the proposed Project facilities, are within Flabob Airport's noise contours (GP 2025, Figure N-8). The Project will not result in the construction of new places of employment or residences, and thus, will not involve placing people in Flabob Airport's influence area or near any airport noise. Moreover, construction of the Project will not subject construction personnel to excessive noise levels from Flabob Airport due to the distance of the Project facilities to the airport, which are well outside the established noise contours for that airport, and the topography including Mt. Rubidoux, which breaks the line-of-sight from the airport's runway to the Project area and attenuates associated noise. Therefore, **no impact** will occur.

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?	☐	☐	☐	☒

12f. Response: ***(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas, and GP 2025 FPEIR, AirNav)***

As discussed in Response 8f, above, there are no private airstrips within a two mile radius of the Project site (FPEIR, 5.7-35 and AirNav). **No impact** will occur.

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)?	☐	☐	☐	☒

13a. Response: ***(Source: Project Description)***

The Project does not include the construction of new homes or businesses and will not directly or indirectly induce substantial population growth as the Project's primary purpose is to better convey water to existing customers currently experiencing insufficient and substandard fire flow rates and water pressures. Moreover, the developable area that will be part of the new Rubidoux 1115 pressure zone served by Mission Inn Booster Station is currently built-out, and the Project will not otherwise encourage additional development in the new pressure zone. Therefore, **no impact** will occur.

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

13b. Response: ***(Source: Project Description)***

Project construction and operation will not necessitate the demolition or relocation of existing housing units. Since no housing or people will be displaced as a result of Project implementation, **no impact** will occur.

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?	☐	☐	☐	☒

13c. Response: ***(Source: Project Description)***

See Response 13b, above. **No impact** will occur.

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?	☐	☐	☐	☒

14a. Response: ***(Source: Project Description)***

The Project's primary purpose is to better convey water to existing customers currently experiencing insufficient and substandard fire flow rates and water pressures through the construction of new and replacement pipelines, a new booster station, and the demolition of two existing booster stations. The Project will not directly or indirectly generate new development or persons to the City. As such, the Project does not necessitate the construction of new governmental facilities or increase the demand for fire protection services in the City. Therefore, **no impact** will occur.

b. Police protection?	☐	☐	☐	☒

14b. Response: ***(Source: Project Description)***

See Response 14a, above. The Project will not increase the demand for police protection services in the City. Therefore, **no impact** will occur.

c. Schools?	☐	☐	☐	☒

14c. Response: ***(Source: Project Description)***

See Response 14a, above. The Project will not increase the demand for school services in RUSD area where the Project facilities are located. Therefore, **no impact** will occur.

d. Parks?	☐	☐	☐	☒

14d. Response: ***(Source: Project Description)***

See Response 14a, above. The Project will not increase the demand for new park facilities or increase demand for park services. Therefore, **no impact** will occur.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Other public facilities?	☐	☐	☐	☒

14e. Response: ***(Source: Project Description)***

See Response 14a, above. The Project will not increase the demand on other public services, for instance, the City's library system. Therefore, **no impact** will occur.

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?	☐	☐	☒	☐

15a. Response: ***(Source: Project Description; Google Maps)***

The Project's primary purpose is to better convey water to existing customers currently experiencing insufficient and substandard fire flow rates and water pressures through the construction of new and replacement pipelines, a new booster station, and the demolition of two existing booster stations. Implementation of the Project will also make irrigating Loring Park more feasible and practical. The size and site of the proposed booster station and transformer will not substantially detract or otherwise interfere with existing or future use of the park. Even so, given the existing condition of Loring Park, the Project's irrigation potential may serve to benefit the park, which may increase its use, but it is unlikely such an increase would result in or accelerate the substantial physical deterioration of the park. Further, it should be noted that Loring Park is a 2.48-acre neighborhood park, and one with limited access point and without a parking lot; thus, increases in its use is reasonably anticipated to result from local, nearby residents thereby limiting its use potential from one that would significantly impact and deteriorate the park. Therefore, impacts will be **less than significant**.

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?	☐	☐	☐	☒

15b. Response: ***(Source: Project Description; Google Maps)***

The Project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, **no impact** will occur.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. TRANSPORTATION AND 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?	☐	☒	☐	☐

16a. Response: ***(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways; Project Description)***

The Project will not alter the existing roadways' configurations or geometrics. The Project's proposed new and replacement pipelines will be subterranean and upon completion of construction and installation, the pre-Project existing conditions will be restored. The Project components at Loring Park will not impact the performance of the existing roadway infrastructure in the area. In fact, by replacing the existing Mary Evans Booster Station, which is located in a subterranean vault underneath the roadway pavement of Beacon Way, road closure of Beacon Way at Redwood Drive for routine maintenance will no longer be necessary. The primary source of Project-related trips will result from the short-term construction activities.

The Project will be constructed in two distinct phases. Pipeline construction (phase 1) is anticipated to occur from July 2016 to February 2017. Booster Station construction (phase 2) is anticipated to occur from July 2017 to March 2018. Demolition of the of the old booster station will be completed by April 2018. The Project may require lane or roadway closures along the roadways identified for new or replacement pipelines, and one of the affected roadways in particular, Redwood Drive, is a one-way/one-lane local road between University Avenue and 14th Street, and the Project will install new pipeline along segments of this roadway. In addition to Redwood Drive, other local 2-lane roadways that will be directly affected by the Project's construction include 9th Street, Allis Place, Beacon Way, Glenwood Drive, Miramonte Place, and Mt. Rubidoux Drive. The Project will also directly affect a segment of Mission Inn Avenue, a designated 4-lane arterial roadway. Additionally, the demolition of the existing Rubidoux Booster Station and abandonment of 500 LF of the existing cast iron pipeline within Mt. Rubidoux Drive that runs approximately from 9th Street to approximately the existing booster station's location, may also require closure or detour of the pedestrian traffic that uses the road/pathway to access Mt. Rubidoux Memorial Park.

To reduce these impacts to less than significant, mitigation measure **MM TRANS 1** will be incorporated into the Project. This mitigation measures requires safe access and passage of affected roadways in the event of a lane or roadway closure during Project construction to City standards. Therefore, the Project's impacts will be **less than significant with mitigation**.

> **MM TRANS 1:** During the design phase, the City or its Project contractor shall prepare a Construction Traffic Management Plan to the satisfaction of and approval by the City of Riverside Public Works Department, City of Riverside Police Department, and City of Riverside Fire Department prior to the initiation of any construction activities that requires a lane or roadway closure. The Construction Traffic Management Plan shall include the estimated day(s), time(s), and duration of any lane closures that are anticipated to be required due to Project construction.

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

The Construction Traffic Management Plan shall include measures such as, but not limited to, signage, flagmen, cones, advance community notice, route detours, or other acceptable measures to the satisfaction of the City of Riverside Public Works Department. The purpose of the measures shall be to safely guide motorists, cyclists, and pedestrians, minimize traffic impacts and ensure the safe and even flow of traffic consistent with City standards and requirements, in the event that Project construction requires lane or roadway closures. Such measures shall also be designed to allow safe access to residences that are accessed by the affected roadways.

No construction activities which necessitate a lane or roadway closure shall be conducted during peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.), Monday through Friday. The City or its Project contractor shall be required to notify the City of Riverside Public Works Department at least five (5) business days in advance of any planned lane or roadway closure that will be caused by Project construction. The City shall evaluate any other known lane closures, construction activities or special events which may conflict with the Project's scheduled lane closure or create additional impacts to traffic flow on the affected roadways; and, if deemed necessary by the City of Riverside Public Works Department, the Project's lane closure may be postponed or rescheduled.

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?	☐	☐	☐	☒

16b. Response: ***(Source: RCTC CMP; Project Description)***

The Riverside County Transportation Commission (RCTC) is the designated congestion management agency for Riverside County, and is tasked with preparing the Congestion Management Program (CMP) in consultation with local agencies, transit agencies, and subregional agencies. The intent of the CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality.

The Project facilities will not impact any highways or roadways identified in the current CMP. The nearest CMP facility is Market Street, approximately 2,900 feet southeast from the nearest Project facility. Moreover, there are no components of the Project that would cause a substantial permanent increase in traffic, which would result in an individual or cumulative exceedance of an established level of service standard. There will be a temporary increase in trips associated with Project construction and there will be a minor increase in trips associated with maintenance activity at the proposed Mission Inn Booster Station. Therefore, with respect to a conflict with the applicable CMP, **no impact** will occur.

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?	☐	☐	☐	☒

16c. Response: ***(Source: General Plan 2025 Figure PS-6 – Airport Safety Zones and Influence Areas; Project Description)***

While the Project facilities are located in Compatibility Zone E of Flabob Airport (see **Figure 7 – Flabob Airport Compatibility Zones**), a private public use airport located in the City of Jurupa Valley, the Project does not include any component that could alter air traffic patterns as the pipelines will be subterranean and the aboveground facilities are no greater than 9 feet tall from grade. Therefore, **no impact** will occur.

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒

16d. Response: ***(Source: Project Description)***

The Project will not result in changes to the existing roadway configurations and geometrics. Upon completion of construction and installation of the Project's proposed new and replacement pipelines, the alignment will be restored to its pre-Project condition. The Project does not include any component that will result in an incompatible use of the existing roadways. Therefore, **no impact** will occur.

e. Result in inadequate emergency access?	☐	☒	☐	☐

16e. Response: ***(Source: General Plan 2025 Figure CCM-4 – Master Plan of Roadways; Project Description)***

Operation of the Project will not impact emergency access as the Project's new and replacement pipelines will be subterranean and the pre-Project existing conditions will be restored upon completion, and the aboveground facilities will be located at Loring Park. Construction of the Project has the potential to temporarily impact emergency access resulting from construction within existing roadway rights-of-way, which may require temporary lane or roadway closures along local 1- and 2-lane roadways as well as Mission Inn Avenue, a designated 4-lane arterial roadway. However, with implementation of **MM TRANS 1**, discussed in Response 16a, potential impacts will be mitigated to less than significant as this measure requires a Construction Traffic Management Plan be prepared that will provide safe access and passage along affected roadways to City standards. Therefore, the Project's impacts will be **less than significant with mitigation**.

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?	☐	☒	☐	☐

16f. Response: ***(Source: RTA; General Plan 2025 Figure CCM-6 – Master Plan of Trails and Bikeways; Bicycle Master Plan; Project Description)***

The Project does not include any component that will result in a conflict with adopted policies, plans, or programs supporting alternative transportation in the City. The Project may temporarily affect alternative transportation during construction such as RTA's Route 49, which travels along Mission Inn Avenue in the area identified for new pipelines. None of the affected roadways are identified for City or County trails or bikeways (GP 2025, Figure CCM-6). However, Redwood Drive is proposed for a bike route/lane, although such an improvement requires additional field work to determine the feasibility (Bicycle Master Plan, Figure 6-1). While not

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

specifically denoted in GP 2025, Mt. Rubidoux Drive from south of 9th Street is a restricted access roadway that serves as a pedestrian path to access Mt. Rubidoux Memorial Park (emergency and maintenance vehicles are permitted access as needed). Project construction may impact access or use of this pedestrian pathway during the demolition of the existing Rubidoux Booster Station, which will include cutting and plugging 500 LF of cast iron pipeline that runs within Mt. Rubidoux Drive from approximately 9th Street to approximately the booster station's location at the ends and abandoning the pipeline in place.

Proper precautions such as the Construction Traffic Management Plan required by mitigation measure **MM TRANS 1** will be adhered to in order to provide for safe access and use of affected roadways including those traveling by way of alternative transportation. Such precautions include, but are not limited to, signage, flagmen, cones or other acceptable measures to safely guide motorists, cyclists, and pedestrians. Operation of the Project will not impact the performance or safety of alternative transportations in the City. Therefore, the Project's impact will be less **than significant with mitigation**.

17. UTILITIES AND SYSTEM SERVICES.

Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒

17a. Response: ***(Source: GP 2025 FPEIR; Project Description)***

The City, including the Project, is located in SARWQCB area (FPEIR, p. 5.16-4). The Project will not include any component that will generate wastewater; thus, the Project will not have a potential to exceed any wastewater treatment requirements of SARWQCB. Therefore, **no impact** will occur.

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?	☐	☐	☐	☒

17b. Response: ***(Source: Project Description)***

The Project's primary purpose is to better convey potable water to existing customers currently experiencing insufficient and substandard fire flow rates and water pressures. Potable water is treated before entering the City's water distribution system, and thus, well before it would arrive at the Project facilities. The Project will not increase the amount of potable water available to the City, and thus, will not increase any need for new or expanded water treatment facilities. Additionally, the Project will not generate wastewater, and will not increase any need for new or expanded wastewater treatment facilities. Therefore, **no impact** will occur.

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?	☐	☐	☐	☒

17c. Response: ***(Source: GP 2025 FPEIR Figure 5.16-1 - Riverside County Flood Control MDP Boundaries, Figure 5.16-2 - Drainage Facilities; RCFCWCD; Project Description)***

A City-owned storm drain is located within Mission Inn Avenue at Pine Street, approximately 560 feet southeast of the nearest proposed Project facility, which is located at the intersection of Mission Inn Avenue and Redwood

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

Drive (FPEIR, Figure 5.16-2). The nearest County-owned storm drain is located within Mission Inn Avenue at Brockton Avenue approximately 1,700 feet southeast of the nearest proposed Project facility (intersection of Mission Inn Avenue and Redwood Drive) (FPEIR, Figure 5.16-2). The Project facilities are also located within Riverside County Flood Control and Water Conservation District's (RCFCWCD's) Box Springs Master Drainage Plan. As discussed in Response 9c, the Project will not generate a new source of runoff, increase the amount of existing runoff, or change the overall drainage pattern so as to affect any stormwater drainage system. Thus, implementation of the Project will not directly or indirectly impact the Box Springs Master Drainage Plan, or the existing City- and County-owned storm drain facilities as the Project will not require or result in the need for new or expanded storm drain facilities. Therefore, **no impact** will occur.

d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒

17d. Response: ***(Source: Project Description)***

The Project's primary purpose is to better convey potable water to existing customers currently experiencing insufficient and substandard fire flow rates and water pressures. The Project will not increase the amount of potable water available to the City, and thus, will not have an impact on the City's existing water supply. Therefore, **no impact** will occur.

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?	☐	☐	☐	☒

17e. Response: ***(Source: Project Description)***

See Response 17a, above. The Project will not result in wastewater generation, and thus, will not impact the existing wastewater facility capacity at the City-owned Riverside Water Quality Control Plant. Therefore, **no impact** will occur.

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐

17f. Response: ***(Source: FPEIR Table 5.16-A – Existing Landfills; Project Description)***

Construction of the Project's pipelines will not present the potential to generate significant volumes of solid waste. Demolition of the existing Rubidoux and Mary Evans booster stations will generate approximately seven tons of solid waste as shown on the following table.

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

Estimated Project Demolition-Related Solid Waste Generation

Existing Facility to be Demolished	Approximate Size [a] (square feet)	Generation Factor [b] (tons/square foot)	Estimated Project Generation Total
Rubidoux Booster Station	176	0.018	3.2
Mary Evans Booster Station Vault	147	0.018	2.6
Mary Evans Flow Meter Vault	68	0.018	1.2
Mary Evans Electrical Panel	7	0.018	0.1
TOTAL			**7.1**

[a] Source: RPU, 2014.

[b] Source: United States Environmental Protection Agency, *Characterization of Building-Related Construction and Demolition Debris in the United States*, Report No. EPA530-R-98-010, June 1998, Table 6, p. 2-8; Demolition rate for "warehouse" was used as it is the most comparable generation rate to the demolition of booster stations. (Available at http://www.epa.gov/epawaste/hazard/generation/sqg/cd-rpt.pdf, accessed February 10, 2015.)

Any solid waste debris will be disposed of at one or more of the following permitted landfills: Badlands, El Sobrante, or Lambs Canyon (FPEIR, Table 5.16-A). State Assembly Bill 939, also known as the Integrated Waste Management Act, mandates the reduction of solid waste disposal in landfills by requiring a minimum 50 percent diversion rate goal. As such, at least half of the potential debris generated during construction and demolition of this Project will be diverted from being landfilled, which will reduce the estimated Project demolition-related solid waste generation to approximately 3.5 tons. Moreover, the disposal of this solid waste will be a one-time occurrence, and is comparatively negligible to the permitted volume of solid waste received at the above-identified landfills daily. Any solid waste during operation will be infrequently generated and also negligible in quantity. Therefore, the Project's impacts will be **less than significant**.

g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

17g. Response: ***(Source: FPEIR Table 5.16-A – Existing Landfills; Project Description)***

See Response 17f, above. Any solid waste generated during construction of the Project will occur in accordance with federal, state, and local regulations. Therefore, no impact will occur.

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?	☐	☒	☐	☐

18a. Response: ***(Source: Above checklist)***

Construction and operation of the proposed Project will not substantially degrade the quality of the environment due to the temporary nature of construction and the location of the Project facilities generally contained within existing roadway rights-of-way and water easement. As discussed in Responses 4a through 4f, above, the Project does not have the potential to impact fish or wildlife species as it is located in an urbanized and built-up area of

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

the City already disturbed by development and landscaping. The Project facilities are not located in an area of biological significance as determined by GP 2025, FPEIR, and MSHCP. As discussed in Response 4a, the two to three trees identified for removal associated with the construction of the Mission Inn Booster Station may provide suitable nests to protected migratory bird species; however, with implementation of mitigation measure **MM BIO 1**, which requires a preconstruction survey and avoidance of active nests if work cannot be limited to the non-breeding season, potential impacts to migratory birds will be less than significant.

Implementation of the Project will not impact important examples of the major periods of California history or prehistory. No historic resources will be directly impacted by the Project. To reduce indirect impacts to Mount Rubidoux (Site 33-009680, CPHI Riv-007, City Landmark #26), the Seventh Street Historic District (City Landmark #40), Buena Vista Bridge (City Landmark #74), Mount Rubidoux Historic District, Colony Heights Historic District, Evergreen Quarter Historic District, and Loring Park to less than significant, the Project will incorporate mitigation measure **MM CR 1**. To reduce impacts to archaeological and paleontological resources the project will implement **MM CR 2, MM CR 3,** and **MM CR 4**. Therefore, the Project's impacts will be **less than significant with mitigation**.

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)?	☐	☐	☒	☐

18b. Response: ***(Source: Above checklist)***

The Project does not have any impacts that are individually limited, but cumulatively considerable. Moreover, the Project will not result in any significant impacts. The Project is consistent with local and regional plans, including the AQMP, and the Project's air quality emissions do not exceed the SCAQMD-established thresholds of significance. The Project adheres to all other land use plans and policies with jurisdiction in the Project area. Further, the Project is not considered growth-inducing as defined in State *CEQA Guidelines* Section 15126.2(d). The Project will not induce, either directly or indirectly, population and housing growth, and will not substantially increase traffic volume in the Project area. Therefore, impacts will be **less than significant**.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

18c. Response: ***(Source: Above checklist)***

With the adherence to regulatory codes, ordinances, regulations, standards, and guidelines, in conjunction with the discussed mitigation measures, the Project's construction and operation will not present a substantial adverse effect on human beings either directly or indirectly. Further environmental analysis is not required. Therefore, impacts will be **less than significant**.

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).

References

The following documents were referenced as general information sources during the preparation of this document. They are available for public review at the locations listed for each reference. These documents may also be available at public libraries and at other public agency offices.

AirNav	AirNav.com, *Airport Search*, (Available at https://www.airnav.com/airports/search.html, accessed March 26, 2015.)
AQ/GHG	Albert A. WEBB Associates, *Air Quality/Greenhouse Gas Analysis for the Mission Inn Booster Station Installation & Rezoning Project*, February 10, 2015. (Appendix A)
AQMP	South Coast Air Quality Management District, *Air Quality Management Plan 2012*, February 2013. (Available at http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan, accessed February 10, 2015.)
Caltrans VGM	California Department of Transportation, Transportation and Construction Vibration Guidance Manual, September 2013. (Available at http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf, accessed February 5, 2015.)
Cortese List	California Department of Toxic Substances Control, Hazardous Waste and Substances Site List. (Available at http://www.envirostor.dtsc.ca.gov/public/mandated_reports.asp, accessed February 3, 2015.)
CRM TECH	CRM TECH, *Historical/Archaeological Resources Survey Report, Mission Inn Booster Station Installation and Rezoning Project, City of Riverside, Riverside County, CA,* June 15, 2015. (Appendix B)
EnviroStor	California Department of Toxic Substances Control, Envirostor database website. (Available at http://www.envirostor.dtsc.ca.gov/public/, February 3, 2015.)
FPEIR	Final Program Environmental Impact Report for City of Riverside General Plan and Supporting Documents, certified November 2007. (Available at http://www.riversideca.gov/planning/gp2025program/FPEIR_V2.asp, accessed January 5 through February 9, 2015.)
GP 2025	City of Riverside, General Plan 2025, adopted November 2007. (Available at http://www.riversideca.gov/planning/gp2025program/general-plan.asp, accessed January 5 through February 9, 2015.)
Google Maps	Google Maps. (Available at https://www.google.com/maps, accessed January 5 through February 9, 2015.)
Health and Safety Code	California Health and Safety Code. (Available at http://www.leginfo.ca.gov/cgi-bin/calawquery?codesection=hsc, accessed February 3, 2015.)
MSHCP	Riverside County, *Western Riverside County Multiple Species Habitat Conservation Plan*, adopted June 2003. (Available at http://rctlma.org/Portals/0/mshcp/volume1/index.html, accessed February 3, 2015.)
Public Resources Code	California Public Resources Codes. (Available at http://www.leginfo.ca.gov/.html/prc_table_of_contents.html, accessed January 5 through February 9, 2015, December 1, 2015.)

RCALUCP	Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan*, adopted October 14, 2014. (Available at http://www.rcaluc.org/plan_new.asp, accessed February 3, 2015.)
RCNM	Albert A. WEBB Associates, *Roadway Construction Noise Model*, February 6, 2015. (Appendix C)
RCTC CMP	Riverside County Transportation Commission, *2011 Riverside County Congestion Management Program*, December 14, 2011. (Available at http://www.rctc.org/uploads/media_items/congestionmanagementprogram.original.pdf, accessed February 6, 2015.)
RMC	City of Riverside, *Municipal Code*. (Available at http://www.riversideca.gov/municode/, accessed January 5 through February 9, 2015.)
RTA	Riverside Transit Agency, System Map, January 2015. (Available at http://www.riversidetransit.com/home/images/stories/DOWNLOADS/PUBLICATIONS/SYSTEM_MAPS/2015%20Jan%20System%20Map.pdf, accessed February 6, 2015.)
TeNS	California Department of Transportation, *Technical Noise Supplement to the Caltrans Traffic Noise Analysis Protocol*, September 2013. (Available at http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf, accessed December 1, 2015)
Title 49 Code of Federal Regulations	Code of Federal Regulations, Title 49 Transportation. (Available at http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title49/49tab_02.tpl, accessed February 3, 2015.)
Urban Forest Tree Policy	City of Riverside Public Works Department, *Urban Forestry Policy Manual*, revised November 2007. (Available at https://www.riversideca.gov/publicworks/trees/pdf/UrbanForestry-TOC.pdf, accessed February 2, 2015.)
USDOT	U.S. Department of Transportation, Federal Highway Administration, *FHWA Roadway Construction Noise Model Users Guide*, January 2006. (Available at https://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf, accessed February 6, 2015.)
Zoning Map	City of Riverside, *Zoning Map*, December 16, 2013. (Available at http://www.riversideca.gov/planning/pdf/maps/zoning.pdf, accessed January 5 through February 9, 2015.)

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RESPONSE TO COMMENTS

Regarding Initial Study/Mitigated Negative Declaration
(SCH No. 2016041013)
for
Mission Inn Booster Installation & Pressure Rezoning Project

Prepared for:
City of Riverside, Public Utilities
3901 Orange Street
Riverside, CA 92501

June 2016

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Section I Introduction

In March 2016, an Initial Study/Mitigated Negative Declaration (IS/MND) was prepared to determine if there was potential for any significant environmental effects associated with the construction and operation of the Mission Inn Booster Installation & Pressure Rezoning Project. The Mission Inn Booster Installation & Pressure Rezoning Project includes the installation of approximately 1,900 linear feet (LF) of replacement 4- and 6-inch diameter cast iron water mains with 8-inch diameter ductile iron pipeline, the installation of approximately 2,200 LF of new 8- and 12-inch diameter discharge pipeline, the installation of approximately 750 LF of new 12-inch diameter suction pipeline. To add, the Project includes the abandonment and demolition of the Rubidoux and Marry Evans booster stations, and the consolidation of three existing pressure zones (Rubidoux 1066, Mary Evans 1150, and the surrounding Gravity 997 zone) into one pressure zone which will be known as Rubidoux 1115. The proposed Project will take place in order to address the issues of low water pressure, insufficient fire flow, booster station operation deficiencies and aged and existing undersized water mains within the existing Rubidoux 1066 and Mary Evans 1150 pressure zones.

Pursuant to Section 15073 of the State *CEQA Guidelines*, the IS/MND was circulated for a 30-day period between April 04, 2016 and May 04, 2016, to Responsible Agencies and interested parties for review and comment. No new, unavoidable significant effects were identified during the public comment period and, pursuant to Section 15073.5 of the State *CEQA Guidelines*, there is not requirement to re-circulate the environmental documents for the Project.

Section 15074 of the State *CEQA Guidelines*, requires the decision-making body to consider the proposed IS/MND together with any comments received during the public review process there is no requirement for a formal response to each of the comments received (unlike the requirement for a Final Environmental Impact Report). However, in order to provide the City Council with additional information upon which to base their decision, the following Responses to Comments has been prepared. The materials contained in this document include copies of comment letter and the City's responses. Each comment letter is labeled alphabetically with each individual comment identified by a number.

Comment Received

The following comment letters were received regarding the IS/MND:

Letter No.	Date of Letter/Comment	Commenter	Agency
A	April 1, 2016	Kirke Jorgensen	Resident
B	May 1, 2016	Chuck Hane	Resident
C	May 4, 2016	John Guerin	Riverside County Airport Land Use Commission (ALUC)

Where comments received on the IS/MND during the public period and the City's responses resulted in changes to the text of the IS/MND, such changes are shown in the Final IS/MND text using the following conventions:

- Text added to the Final IS/MND is shown as <u>underline</u>
- Text deleted from the Final IS/MND is shown as ~~strikethrough~~

Textual Changes to the Final IS/MND do not constitute "substantial revision" as defined in Section 15073.5(b) of the State CEQA Guidelines, therefore, recirculation of the IS/MND is not required.

Organization of Reponses to Comments Document

The Responses to Comments document is organized as follows:

- **Section 1 – Introduction**, which provides a summary of the project description, the context for the review along with applicable citation pursuant to CEQA and the State CEQA Guidelines, and a table of summarizing the date of the comment letter, name of commenters, and commenting agencies.

- **Section 2 – Responses to Comments**, which contains copies of the comment letters and provides the City's responses.

The City has prepared this Response to Comments to address environmental comments received during the CEQA public review period. Each comment letter is provided in this report with each comment numbered. The responses are provided following each letter. All written comments have been made a part of the public record and have been forwarded to the Riverside City Council for consideration.

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Comment Letter A – Kirke Jorgensen (April 1, 2016)

From: Venita Jorgensen
To: Yamamoto, Blake
Subject: [External] Mission Inn Booster Station
Date: Friday, April 01, 2016 2:03:32 PM

To: Blake Yamamoto, RPU Senior Water Engineer
Fr: Kirke Jorgensen, 4435 Mission Inn Ave, Riverside 92501

Hello Blake, thank you for the information letter today regarding the upcoming Mission Inn Booster Station, a much needed project. I had just one thought to pass on, in the interest of efficiency and possible cost savings.

Gil Hernandez of PW Streets is planning a lane re-alignment/restripe of the intersection of Mission Inn Ave and Redwood. Please coordinate with his department so as not to do striping first, only to have it destroyed as the new pipes are installed under Mission Inn Ave.

Thanks for keeping our neighborhood informed,

Kirke Jorgensen

A-1

Response to Comment Letter A-1 (Kirke Jorgensen)

A-1 The commenter confirms receipt of the Notice of Intent (NOI) for the proposed Project, offers a suggestion that could potentially provide cost and time savings for the proposed Project. The commenter suggests that the City coordinate with Gil Hernandez and the Public Works Department during the re-alignment and restriping of the intersections of Mission Inn Avenue and Redwood Drive. This suggestion is noted; however, at present the City's Public Works Department will not be moving forward with that project. There is an upcoming project by the County of Riverside to replace the Mission Bridge over the Santa Ana River, which may change the status of the realignment and restriping of Mission Inn Avenue and Redwood Drive; however, until the County-sponsored project is concrete, Riverside Public Utilities staff will keep in contact with the Public Works Department to efficiently coordinate work associated with this Project with any future Public Work's projects.

Comment Letter B – Chuck Hane (May 1, 2016)

From:	Chuck Hane
To:	Yamamoto, Blake
Cc:	Quach, Christopher
Subject:	[External] Mission Inn Booster Station : Initial Study
Date:	Sunday, May 01, 2016 6:40:38 PM
Attachments:	Water Booster Station.rtf

Blake:
Bette Graff and I, Chuck Hane, wish to submit the attached statement to be included as public comment as per CEQUA Section 15105.
Thank you for your time and attention in this matter.
Sincerely,
CHUCK HANE
4653 Beacon Way
Riverside, CA 92501
951-369-7103

B-1

Comment Letter B Attachment

Blake Yamamoto, P.E., Utilities Senior Water Engineer

City of Riverside, Public Utilities Department

Water Division

3750 University Ave. 3rd Floor

Riverside, CA 92501

(re) Mission Inn Booster Station & Pressure Rezoing Project

May 1, 2016

Dear Mr Yamamoto:

Bette Graff and I, as long time residents of the affected neighborhood, wish to submitt this brief written statement of support of the proposed Mission Inn Booster Station & Pressure Rezoning Project as per State CEQUA Guidelines Section 15105.

Bette and I recognize that the completed Project will address the issues of : exisiting low water pressure; the safety issue of insufficient fire flow and protection; existing booster station deficiencies; obsolecent undersized water mains; and water quality taste and turpidity.

Several of our neighbors have verbally expressed their support of the Project's expected benifits upon completion.

B-2

Sincerely,

Virgil "Chuck" Hane 5-1-16

Virgil "Chuck" Hane

Bette J. Graff 5-1-2016

Bette J. Graff

Responses to Comment Letter B (Chuck Hane)

B-1 Comment noted. No further action is required.

B-2 The commenters note that they have an understanding of the Project and states that they along with several other neighbors are in support of the Project. Comment is noted, and no new environmental issues were raised by this comment. Therefore, further action is not required.

Comment Letter C – Airport Land Use Commission/John Guerin (ALUC) (May 4, 2016)

From: Guerin, John
To: Yamamoto, Blake
Cc: Cooper, Ed; Santos, Barbara
Subject: [External] Mission Inn Booster Station Installation & Pressure Rezoning (Water Pressure Zones) Project
Date: Wednesday, May 04, 2016 3:13:47 PM

Thank you for providing the Riverside County Airport Land Use Commission (ALUC) with a copy of the Notice of Intent to Adopt a Mitigated Negative Declaration for the above-referenced project, along with a CD copy of the Initial Study/Negative Declaration document. As stated in the document, the site is within Compatibility Zone E of the Flabob Airport Influence Area. The City has obtained a determination of consistency with the Flabob Airport and Riverside Municipal Airport Land Use Compatibility Plans. Therefore, this project is not subject to mandatory ALUC review. In any event, the facility would not be occupied on a regular basis and will not exceed the height of existing trees in the park. Therefore, ALUC has no comments, conditions, or recommendations. C-1

Response to Comment Letter C (Airport Land Use Commission/John Guerin)

C-1 The commenter acknowledges receipt of the IS/MND and Notice of Intent. Commenter then states that the proposed Project is located within Compatibility Zone E of the Flabob Airport Influence Area, but is consistent with the Flabob Airport and Riverside Municipal Airport Land Use Compatibility Plans. Therefore, the Project would not require ALUC review.

No new environmental issues were raised by this comment and no further action is required.

Mitigation Monitoring and Reporting Program

for

Mission Inn Booster Installation & Pressure Rezoning

Prepared for

City of Riverside Public Utilities Department
3901 Orange Street
Riverside, CA 92501

June 2016

INTRODUCTION

The Mission Inn Booster Installation & Pressure Rezoning Project includes the installation of approximately 1,900 linear feet (LF) of replacement 4- and 6-inch diameter cast iron water mains with 8-inch diameter ductile iron pipeline, the installation of approximately 2,200 LF of new 8- and 12-inch diameter discharge pipeline, the installation of approximately 750 LF of new 12-inch diameter suction pipeline. To add, the Project includes the abandonment and demolition of the Rubidoux and Marry Evans booster stations, and the consolidation of three existing pressure zones (Rubidoux 1066, Mary Evans 1150, and the surrounding Gravity 997 zone) into one pressure zone which will be known as Rubidoux 1115. The proposed Project will take place in order to address the issues of low water pressure, insufficient fire flow, booster station operation deficiencies and aged and existing undersized water mains within the existing Rubidoux 1066 and Mary Evans 1150 pressure zones.

The Project will be constructed in two distinct phases. Pipeline construction (phase 1) is anticipated to occur from July 2016 to February 2017. Booster Station construction (phase 2) is anticipated to occur from July 2017 to March 2018. Demolition of the old booster station will be completed by April 2018. No nighttime construction is anticipated for the Project.

The Mitigation Monitoring and Report Program for the Project.

MITIGATION MONITORING AND REPORTING PROGRAM

A written monitoring report has been compiled to verify implementation of adopted mitigation measures. The following table provides a summary format for the written report, including identification of the various mitigation measures, applicable implementation stage, identification of the responsible monitoring party, and verification of implementation of each mitigation measure.

The following clarifies the meaning of each column in the following table:

Impact Category:	Identifies potentially affected resource/ environmental condition.
Mitigation Measure:	Those measures that will be implemented to minimize possible significant environmental impacts.
Implementing Timing:	The phase of the project in which implementation and compliance will be monitored.
Responsible Monitoring Party:	Entity responsible for monitoring implementation of the mitigation measure.
Monitoring/Reporting Method:	Identifies mechanism by which implementation will be verified.
Compliance Verification:	To be signed and dated by the City of Riverside Public Utilities Department upon receipt of written verification of each mitigation measure.

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/Reporting Method	Compliance Verification
Aesthetics	**MM AES 1 (same as MM CR 1):** To reduce potential direct and indirect impacts to Mount Rubidoux, the Buena Vista Bridge, and the Seventh Street Historic District, Mount Rubidoux Historic District, Colony Heights Historic District, Evergreen Quarter Historic District, and Loring Park, the exterior treatment of the Mission Inn Booster Station shall be generally consistent to the nearest historic features in the viewshed, which is the Buena Vista Bridge and its accompanying stone walls, through the use of treated concrete in muted color without creating a false impression of being historical in origin. Landscaping shall be planted and maintained around the booster station and electrical transformer in substantial conformance with the conceptual landscaping shown in Figure 6A. The historic stone wall along Mt. Rubidoux Drive shall not be damaged or altered as a result of Project-related construction, operation, or maintenance.	Design of the Project	Riverside Public Utilities Department or construction contractor	Riverside Public Utilities Department through approval of the final site plan for the Project prior to construction	
Biological Resources	**MM BIO 1:** If feasible, removal of any trees or vegetation shall be done during the non-nesting season (September to February). If construction cannot be limited to the non-nesting season, a qualified biologist shall check the trees for potential nesting sites no more than three (3) days prior to any tree removal activities. If nesting birds are present, the area shall be avoided and the trees undisturbed until the young have fledged as determined by the qualified biologist. Avoidance will involve a prescribed 500-foot buffer zone for birds of prey and a 100- to 300-foot buffer zone for songbirds from sensitive locations.	Prior to any construction-related or maintenance related mowing between September to February	Riverside Public Utilities Department, construction contractor and qualified biologist, if necessary	Project Schedule and Pre-construction Nesting Bird Survey Report, if necessary	

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/Reporting Method	Compliance Verification
Cultural Resources	**MM CR 1 (same as MM AES 1):** To reduce potential direct and indirect impacts to Mount Rubidoux, the Buena Vista Bridge, and the Seventh Street Historic District, Mount Rubidoux Historic District, Colony Heights Historic District, Evergreen Quarter Historic District, and Loring Park, the exterior treatment of the Mission Inn Booster Station shall be generally consistent to the nearest historic features in the viewshed, which is the Buena Vista Bridge and its accompanying stone walls, through the use of treated concrete in muted color without creating a false impression of being historical in origin. Landscaping shall be planted and maintained around the booster station and electrical transformer in substantial conformance with the conceptual landscaping shown in Figure 6A. The historic stone wall along Mt. Rubidoux Drive shall not be damaged or altered as a result of Project-related construction, operation, or maintenance.	Design of the Project	Riverside Public Utilities Department or construction contractor	Riverside Public Utilities Department through approval of the final site plan for the Project prior to construction	
Cultural Resources	**MM CR 2:** To reduce impacts to cultural and/or archaeological resources resulting from an inadvertent discovery during construction at Loring Park, all initial ground disturbing activities at Loring Park shall be monitored by a qualified professional archaeologist and a Morongo Band of Mission Indians-affiliated Native American Monitor. Should any cultural and/or archaeological resources be inadvertently discovered during construction, construction activities in the vicinity of the discovery shall immediately halt, construction shall be moved to other parts of the Project site, the Soboba Band of Luiseño Indians shall be notified, and the significance of the resource(s) shall be determined. If the find is determined to be a	During construction	Riverside Public Utilities Department, construction contractor, qualified archaeologist, and Morongo Band of Mission Indians affiliated Native American Monitor	Cultural Resources Report, if needed	

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/Reporting Method	Compliance Verification
	historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (State *CEQA Guidelines*) or a tribal cultural resource as defined in California Public Resources Code 21074 (*CEQA Statue*), reburial, avoidance, or other appropriate measures shall be implemented.				
Cultural Resources	**MM CR 3**: To reduce impacts to cultural and/or archaeological resource resulting from construction within 9th Street and Redwood Drive, and decommissioning of the Rubidoux Booster Station, all initial ground disturbing activities within 9th Street, Redwood Drive, and the Rubidoux Booster Station shall be monitored by a qualified professional archaeologist. Should any cultural and/or archaeological resources be or inadvertently discovered during construction, construction activities in the vicinity of the discovery shall immediately halt, construction shall be moved to other parts of the Project site, the Soboba Band of Luiseño Indians shall be notified, and the significance of the resource(s) shall be determined. If the find is determined to be a historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (State *CEQA Guidelines*) or a tribal cultural resource as defined in California Public Resources Code 21074 (*CEQA Statue*), reburial, avoidance, or other appropriate measures shall be implemented.	During construction	Riverside Public Utilities Department, construction contractor, qualified archaeologist, and Soboba Band Luiseño Indians, if necessary	Cultural Resources Report, if needed	
Cultural Resources	**MM CR 4:** Should any paleontological resources be uncovered during construction, construction activities in the vicinity of the discovery shall be moved and a qualified paleontological resources specialist will be retained to evaluate the resources. If the find is determined to be significant, avoidance or other	During construction	Riverside Public Utilities Department, construction contractor and qualified paleontologist, if necessary	Paleontological Resources Report, if needed	

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/Reporting Method	Compliance Verification
	appropriate measures as identified by the paleontologist shall be implemented. Appropriate measures include a qualified paleontologist to be permitted to recover, evaluate; and curate the find(s) in accordance with current standards and guidelines.				
Hazards and Hazardous Materials	**MM TRANS 1:** During the design phase, the City or its Project contractor shall prepare a Construction Traffic Management Plan to the satisfaction of and approval by the City of Riverside Public Works Department, City of Riverside Police Department, and City of Riverside Fire Department prior to the initiation of any construction activities that requires a lane or roadway closure. The Construction Traffic Management Plan shall include the estimated day(s), time(s), and duration of any lane closures that are anticipated to be required due to Project construction.	During the design phase	Riverside Public Utilities Department and/or construction contractor	Construction Management Plan	
Noise	**MM NOI 1:** As part of the final design and equipping of the booster station, the booster station building shall use of building materials, noise attenuating louvres, and/or interior insulation such that the noise level 50 feet from the building shall not exceed 51 dBA when the pumps and ventilation fan are in operation.	Final Design and equipping of booster station	Riverside Public Utilities Department and/or construction contractor	Riverside Public Utilities Department through approval of the final site plan for the Project prior to construction	
Noise	**MM NOI 2:** To minimize noise impacts resulting from poorly tuned or improperly modified vehicles and construction equipment, all vehicles and construction equipment shall maintain equipment engines and mufflers in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Riverside. Equipment maintenance records and equipment design specification data sheets shall kept and maintained by the contractor and	During construction	Riverside Public Utilities Department and/or construction contractor	City of Riverside Equipment Maintenance Records and Equipment Design Specification Data Sheets	

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/Reporting Method	Compliance Verification
	available for review by the City upon request.				
Noise	**MM NOI 3:** To minimize noise from idling engines, all vehicles and construction equipment shall be prohibited from idling in excess of three (3) minutes when not in use.	During construction	Riverside Public Utilities Department and/or construction contractor	Project Schedule	
Noise	**MM NOI 4:** During construction, the Project contractor shall limit truck deliveries to the same hours specified for operation of construction equipment.	During construction	Riverside Public Utilities Department and/or construction contractor	Project Schedule	
Noise	**MM NOI 5:** To inform potential sensitive receivers of pending construction, the City shall give written notification to all property addresses, as shown on the latest Riverside County Assessors' roll within two-hundred (200) feet of the construction footprint/alignment no less than seven (7) days prior to the start of construction. The written notification shall include a tentative construction schedule and contact information for use by the public if specific noise issues arise.	Prior to construction	Riverside Public Utilities Department and/or construction contractor	Project Schedule	
Transportation and Traffic	**MM TRANS 1:** During the design phase, the City or its Project contractor shall prepare a Construction Traffic Management Plan to the satisfaction of and approval by the City of Riverside Public Works Department, City of Riverside Police Department, and City of Riverside Fire Department prior to the initiation of any construction activities that requires a lane or roadway closure. The Construction Traffic Management Plan shall include the estimated day(s), time(s), and duration of any lane closures that are anticipated to be required due to Project construction.	During the design phase	Riverside Public Utilities Department and/or construction contractor	Construction Management Plan	

RIVERSIDE PUBLIC UTILITIES DEPARTMENT
Water Division

City of Arts & Innovation

Addendum to a Mitigated Negative Declaration

Introduction

Addendum No. 1 to the Mitigated Negative Declaration for the Mission Inn Booster Station Installation & Pressure Rezoning Project has been prepared by the City of Riverside Public Utilities Department ("City") in conformance with the California Environmental Quality Act (Public Resources Code, § 21000 et seq.) ("CEQA"), the State CEQA Guidelines (Cal. Code Regulations, Title 14, Chapter 3 § 15000 et seq.) and the City of Riverside Resolution No. 21106 (Local CEQA Guidelines), to address minor changes to the Mission Inn Booster Station Installation & Pressure Rezoning Project (as described below) as a result of revisions during Project design.

Section 15164(b) of the State *CEQA Guidelines* states:

> *An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*

The purpose of Addendum No. 1 is to demonstrate that only minor changes have been made to the Project and that any potentially significant impacts can be mitigated through implementation of mitigation measures identified in the Mitigated Negative Declaration and clarified in this Addendum.

Background

An Initial Study/Mitigated Negative Declaration for the Mission Inn Booster Station Installation and Rezoning Project (hereinafter the "2016 IS/MND") was circulated for a 30-day public review period from April 4, 2016 to May 4, 2016, pursuant to State *CEQA Guidelines* Section 15073. The project evaluated in the 2016 IS/MND was the construction and operation of the Mission Inn Booster Station, construction of new and replacement water pipelines, demolition of the existing Rubidoux and Mary Evans Booster Stations, and the consolidation of three existing pressure zones. Refer to **Figure 1 – Aerial Photograph**.[1]

The Mission Inn Booster Station as evaluated in the 2016 IS/MND (the "Original Project") was designed to house pumps in a 16-foot-wide by 30-foot-long and 9-foot tall pre-cast concrete building with two roof access hatches. Per Riverside Public Utilities specifications the electrical transformer was proposed to be approximately 5.5 feet tall. Because the Mission Inn Booster Station component of the Original Project is proposed to be located within Loring Park and will be visible by vehicular, bicycle, and pedestrian traffic traveling northwest on Mission Inn Avenue, Riverside Public Utilities (RPU) staff consulted with the City's Community Development Department, Historic Preservation, Neighborhoods and Urban Design Division (Historic Preservation) staff regarding the location and appearance of the booster station. As a result of that consultation, the Original Project incorporated

[1] Figures are in a separate section at the end of this Addendum.

several features to minimize grading and disturbance within the park and to soften the appearance of the booster station's appearance. The Original Project proposed a retaining wall (ranging in height from two to five feet) with cable fence safety rail to be constructed northwest and northeast of the booster station building in addition to landscaping consisting of low ground cover, medium grasses, and screening hedges to be installed around the Booster Station Building and transformer. (Refer to **Figure 2A Original Project – Conceptual Landscape**.) Landscaping will be maintained by RPU. The exterior finish was selected so as to not substantially conflict with the surrounding historic resources, (i.e. Seventh Street (Mission Inn Avenue), Mount Rubidoux, Colony Heights, and Evergreen Quarter Historic Districts, and the Buena Vista Bridge Landmark #74.) The Original Project did not propose any alteration to and would avoid impacting the existing stone wall during construction and maintenance. (2016 IS/MND, pp. 3–4, 25–26.)

The Original Project would require the removal of two to three existing trees near the proposed site of the booster station that were determined by the City's Park Superintendent to be in poor health. The Original Project would plant two to three new trees at Loring Park around the proposed booster station as well as shrubs to partially shield the view of the booster station from Mission Inn Avenue. As part of the 2016 IS/MND, a series of "before" and "after" views of the proposed location of the booster station and transformer with and without the Original Project from four vantage points was prepared. The "after" views are for three time periods: landscaping newly installed, one year after installation, and five years after installation. The Original Project's "before" and "after" views are included in this Addendum as **Figures 2B through 2I – Original Project Conceptual Landscape.** The "after" views do not include the two to three trees that will be removed as part of the Project. (2016 IS/MND, pp. 4, 27-28.)

To confirm that the Original Project is consistent with historic resources in Loring Park and the surrounding area, a Certificate of Appropriateness (COA) application would be required for review and approval from the City's Cultural Heritage Board. The COA will analyze the proposed booster station's ability to comply with historic standards and guidelines so as to affirm the appropriate design of the structure within Loring Park and its historic surroundings, and to incorporate any identified conditions of approval as part of the COA process. (IS/MND, pp. 4, 25–27.)

Revised Project

Following preparation of the 2016 IS/MND, as part of the engineering design of the booster station and in anticipation of the COA process, RPU staff engaged in additional consultation with Historic Preservation staff regarding the appearance of the booster station building and landscaping. As a result of this consultation, minor changes to Original Project's fencing and conceptual landscape plan are proposed. Additionally, the location of the antenna needed for the Project's Supervisory Control and Data Acquisition (SCADA) system has been identified. These minor changes are referred to as the "Revised Project" in this Addendum and shown on **Figure 3A – Revised Project Conceptual Landscape**.

The Revised Project constitutes minor changes to the Original Project's booster station building (change in roof color), fencing, and landscaping around the booster station and identification of the location of the SCADA antenna. The location of the booster station remains the same as in the Original Project and no revisions are proposed to any of the proposed pipelines. As shown in **Figure 3A – Revised Project Conceptual Landscape**, the Revised Project proposes the following minor changes from the Original Project:

- A key stone retaining wall with wrought iron fence to the northwest and northeast of the booster station building instead of a retaining wall with cable fence safety rail.
- A lighter colored roof on the booster station building.
- Black steel trellis with screening vines on the southeast elevation of the booster station building.
- A 35-foot tall SCADA antenna location in the northern portion of the project site.

It is important to note that although **Figure 3A – Revised Project Conceptual Landscape** shows more details, such as concrete curbs and gutters on the booster station site than **Figure 2A – Original Project Conceptual Landscape**, these additional details are not revisions to the Original Project. Rather, this additional information reflects engineering details developed subsequent to the 2016 IS/MND.

Environmental Analysis

Because the Revised Project would be located on the same site, use the same amount and type of construction equipment, serve the same function, and have the same footprint, i.e., disturbance area, as the Original Project, impacts from the Revised Project would be the same as the Original Project with regard to: agriculture and forest resources, air quality, biological resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public service, recreation, transportation and traffic, and utilities and service systems. Therefore, these impacts are not discussed further in this Addendum and this analysis focuses on impacts to aesthetics and cultural resources. A table summarizing the conclusions of the 2016 IS/MND and this Addendum is included in **Table 1 –Summary of 2016 IS/MND Conclusions, Mitigation Measures, and Revised Project Conclusions**.

Aesthetics

2016 IS/MND Conclusion: Less than Significant Impact.

Revised Project: No New Impact
As with the Original Project, construction of the Revised Project will result in a short-term impact from the presence of construction equipment. However, this impact will be temporary and will cease when construction is complete.

As with the Original Project, the booster station component of the Revised Project will be visible by vehicular, bicycle, and pedestrian traffic traveling northwest on Mission Inn Avenue toward the City of Jurupa Valley. In order to evaluate the changes to the appearance of the booster station site resulting from the Revised Project, a series of “before” and “after” views (“visual simulations”) of the proposed location of the booster station and transformer with and without the Revised Project from four vantage points (“scenes”) was prepared. The “after” visual simulations are of the same four scenes (views) and same three time periods (i.e., landscaping newly installed, one year after installation, and five years after installation). The Revised Project’s “before” and “after” visual simulations are included in this Addendum as **Figures 3B through 3I – Revised Project Conceptual Landscape.** The “after” visual simulations do not include the two to three trees that will be removed as part of the Project.

Figures 3B and 3C are visual simulations of the booster station site for the Revised Project as viewed from Mt. Rubidoux Drive. From this location, the appearance of the booster station site when the Revised Project landscaping is newly installed includes the booster station building, the wrought iron fencing, the steel trellis with planted vines, and the SCADA antenna. In comparing the visual simulations in **Figures 3B and 3C** (Revised Project) to the visual simulations in **Figures 2B and 2C** (Original Project) the booster station building appears less stark due to the introduction of the steel trellis and vines, the lighter colored roof, and the retaining wall. The SCADA antenna is visible; however as it is placed in front of an existing tree, it does not block the view of a scenic vista.

Figures 3D and 3E are visual simulations of the booster station site for the Revised Project as viewed from Mt. Rubidoux Drive looking northwest. From this location, the appearance of the booster station site when the Revised Project landscaping is newly installed includes landscaping, driveway, and the booster station building with the steel trellis and vines. In comparing the visual simulations in **Figures 3D and 3E** (Revised Project) to **Figures 2D and 2E** (Original Project), the trellis and vines in the Revised Project break up the view of the surface of the booster station building and the lighter roof material eliminates the dark horizontal line that is visible in the Original Project's visual simulation (**Figures 2D and 2E**).

Figures 3H and 3I are visual simulations of the booster station site for the Revised Project as viewed from Mt. Rubidoux Drive looking northeast. From this location, the appearance of the booster station site when the Revised Project landscaping is newly installed includes the landscaping, the wrought iron fencing, and the booster station building with the doors visible. In comparing the visual simulations in **Figures 3H and 3I** (Revised Project) to **Figures 2H and 2I** (Original Project), the lighter roof material eliminates the dark roof line visible in the Original Project's visual simulation (**Figures 2H and 2I**).

In consultation with Historic Preservation staff, the exterior finish of the booster station building and roof color of the Revised Project was selected so as to not substantially conflict with the surrounding historic resources (i.e., Seventh Street (Mission Inn Avenue), Mount Rubidoux, Colony Heights, and Evergreen Quarter Historic Districts, and the Buena Vista Bridge Landmark #74) and thus not distract or diminish the scenic value of the area particularly when viewed from Mission Inn Avenue. As with the Original Project, the Revised Project's booster station building and landscaping will require review and approval of a COA by the City Cultural Heritage Board. If conditions of approval are identified as part of the COA process, the Revised Project will be required to incorporate such conditions. Thus, implementation of the Revised Project will not detract from, or otherwise substantially impact, Mission Inn Avenue's scenic designation. To ensure that aesthetic impacts resulting from the Revised Project are less than significant, the Revised Project will implement mitigation measure **MM AES 1** (which is the same as **MM CR 1**) as clarified below:[2]

> **MM AES 1 (same as MM CR 1):** To reduce potential direct and indirect impacts to Mount Rubidoux, the Buena Vista Bridge, and the Seventh Street Historic District, Mount Rubidoux Historic District, Colony Heights Historic District, Evergreen Quarter Historic District, and Loring Park, the exterior treatment of the Mission Inn Booster Station shall be generally consistent to the nearest historic features in the viewshed, which is the Buena Vista Bridge and its accompanying stone walls, through the use of treated concrete in muted color without creating a

[2] Text to be deleted is shown as strikethrough (~~example text~~) and text to be added is shown as double underlined (<u>example text</u>).

false impression of being historical in origin. Landscaping shall be planted and maintained around the booster station and electrical transformer in substantial conformance with the conceptual landscaping shown in Figure ~~6A~~3A of Addendum No. 1 to the Mitigated Negative Declaration for the Mission Inn Booster Station Installation & Pressure Rezoning Project. The historic stone wall along Mt. Rubidoux Drive shall not be damaged or altered as a result of Project-related construction, operation, or maintenance.

Cultural Resources

2016 IS/MND Conclusion: Less than Significant Impact with Mitigation Incorporated.

Revised Project: No New Impact
The Revised Project would not result in any effects to cultural resources more severe than those described in the adopted MND. In fact, the Revised Project's proposed change in fencing, landscaping, and roof color are the result of consultation between RPU design staff and Historic Preservation staff. Regarding the proposed visual appearance and consistency with historic resources, the Revised Project will be required to submit a COA application for review and approval by the City's Cultural Heritage Board and implement any conditions of approval imposed by the Cultural Heritage Board. The Revised Project will also implement mitigation measure **MM CR 1 (**which is the same as **MM AES 1)** as clarified below:

> **MM CR 1 (same as MM AES 1):** To reduce potential direct and indirect impacts to Mount Rubidoux, the Buena Vista Bridge, and the Seventh Street Historic District, Mount Rubidoux Historic District, Colony Heights Historic District, Evergreen Quarter Historic District, and Loring Park, the exterior treatment of the Mission Inn Booster Station shall be generally consistent to the nearest historic features in the view shed, which is the Buena Vista Bridge and its accompanying stone walls, through the use of treated concrete in muted color without creating a false impression of being historical in origin. Landscaping shall be planted and maintained around the booster station and electrical transformer in substantial conformance with the conceptual landscaping shown in Figure ~~6A~~3A of Addendum No. 1 to the Mitigated Negative Declaration for the Mission Inn Booster Station Installation & Pressure Rezoning Project. The historic stone wall along Mt. Rubidoux Drive shall not be damaged or altered as a result of Project-related construction, operation, or maintenance

In addition to implementing clarified mitigation measure **MM CR 1**, the Revised Project will also implement mitigation measures MM CR 2 through MM CR 4 as set forth in the 2016 IS/MND and Table 1 –**Summary of 2016 IS/MND Conclusions, Mitigation Measures, and Revised Project Conclusions**.

Summary

The following table presents the 2016 IS/MND significance finding, any applicable mitigation measures, and finding for the Revised Project.

Table 1 – Summary of 2016 IS/MND Conclusions, Mitigation Measures, and Revised Project Conclusions

Environmental Issue	2016 IS/MND Conclusion	2016 IS/MND Mitigation Measures and Addendum No. 1 Clarified Mitigation Measures	Revised Project
Aesthetics	Less than Significant with Mitigation Incorporated	**MM AES 1 (same as MM CR 1):** To reduce potential direct and indirect impacts to Mount Rubidoux, the Buena Vista Bridge, and the Seventh Street Historic District, Mount Rubidoux Historic District, Colony Heights Historic District, Evergreen Quarter Historic District, and Loring Park, the exterior treatment of the Mission Inn Booster Station shall be generally consistent to the nearest historic features in the viewshed, which is the Buena Vista Bridge and its accompanying stone walls, through the use of treated concrete in muted color without creating a false impression of being historical in origin. Landscaping shall be planted and maintained around the booster station and electrical transformer in substantial conformance with the conceptual landscaping shown in Figure ~~6A~~3A of Addendum No. 1 to the Mitigated Negative Declaration for the Mission Inn Booster Station Installation & Pressure Rezoning Project. The historic stone wall along Mt. Rubidoux Drive shall not be damaged or altered as a result of Project-related construction, operation, or maintenance.	No New Impact (See discussion following this table.)
Agriculture and Forestry Resources	No Impact	None	No New Impact
Air Quality	Less than Significant Impact	None	No New Impact
Biological Resources	Less than Significant with Mitigation Incorporated	**MM BIO 1:** If feasible, removal of any trees or vegetation shall be done during the non-nesting season (September to February). If construction cannot be limited to the non-nesting season, a qualified biologist shall	No New Impact

Environmental Issue	2016 IS/MND Conclusion	2016 IS/MND Mitigation Measures and Addendum No. 1 Clarified Mitigation Measures	Revised Project
		check the trees for potential nesting sites no more than three (3) days prior to any tree removal activities. If nesting birds are present, the area shall be avoided and the trees undisturbed until the young have fledged as determined by the qualified biologist. Avoidance will involve a prescribed 500-foot buffer zone for birds of prey and a 100- to 300-foot buffer zone for songbirds from sensitive locations.	
Cultural Resources	Less than Significant with Mitigation Incorporated	**MM CR 1 (same as MM AES 1):** To reduce potential direct and indirect impacts to Mount Rubidoux, the Buena Vista Bridge, and the Seventh Street Historic District, Mount Rubidoux Historic District, Colony Heights Historic District, Evergreen Quarter Historic District, and Loring Park, the exterior treatment of the Mission Inn Booster Station shall be generally consistent to the nearest historic features in the viewshed, which is the Buena Vista Bridge and its accompanying stone walls, through the use of treated concrete in muted color without creating a false impression of being historical in origin. Landscaping shall be planted and maintained around the booster station and electrical transformer in substantial conformance with the conceptual landscaping shown in Figure ~~6A~~3A of Addendum No. 1 to the Mitigated Negative Declaration for the Mission Inn Booster Station Installation & Pressure Rezoning Project. The historic stone wall along Mt. Rubidoux Drive shall not be damaged or altered as a result of Project-related construction, operation, or maintenance. **MM CR 2**: To reduce impacts to cultural and/or archaeological resources resulting from an inadvertent discovery during construction at Loring Park, all initial ground disturbing activities at Loring Park shall be monitored by a qualified professional archaeologist and a	No New Impact (See discussion following this table.)

Environmental Issue	2016 IS/MND Conclusion	2016 IS/MND Mitigation Measures and Addendum No. 1 Clarified Mitigation Measures	Revised Project
		Morongo Band of Mission Indians-affiliated Native American Monitor. Should any cultural and/or archaeological resources be inadvertently discovered during construction, construction activities in the vicinity of the discovery shall immediately halt, construction shall be moved to other parts of the Project site, the Soboba Band of Luiseño Indians shall be notified, and the significance of the resource(s) shall be determined. If the find is determined to be a historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (State CEQA Guidelines) or a tribal cultural resource as defined in California Public Resources Code 21074 (CEQA Statue), reburial, avoidance, or other appropriate measures shall be implemented. **MM CR 3**: To reduce impacts to cultural and/or archaeological resource resulting from construction within 9th Street and Redwood Drive, and decommissioning of the Rubidoux Booster Station, all initial ground disturbing activities within 9th Street, Redwood Drive, and the Rubidoux Booster Station shall be monitored by a qualified professional archaeologist. Should any cultural and/or archaeological resources be or inadvertently discovered during construction, construction activities in the vicinity of the discovery shall immediately halt, construction shall be moved to other parts of the Project site, the Soboba Band of Luiseño Indians shall be notified, and the significance of the resource(s) shall be determined. If the find is determined to be a historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (State CEQA Guidelines) or a tribal cultural resource as defined in California Public Resources Code 21074 (CEQA Statue), reburial, avoidance, or other appropriate measures shall be implemented.	

Environmental Issue	2016 IS/MND Conclusion	2016 IS/MND Mitigation Measures and Addendum No. 1 Clarified Mitigation Measures	Revised Project
		MM CR 4: Should any paleontological resources be uncovered during construction, construction activities in the vicinity of the discovery shall be moved and a qualified paleontological resources specialist will be retained to evaluate the resources. If the find is determined to be significant, avoidance or other appropriate measures as identified by the paleontologist shall be implemented. Appropriate measures include a qualified paleontologist to be permitted to recover, evaluate; and curate the find(s) in accordance with current standards and guidelines.	
Geology and Soils	Less than Significant Impact	None	No New Impact
Greenhouse Gas Emissions	Less than Significant Impact	None	No New Impact
Hazard and Hazardous Materials	Less than Significant with Mitigation Incorporated	None	No New Impact
Hydrology and Water Quality	Less than Significant with Mitigation Incorporated	None	No New Impact
Land Use and Planning	Less than Significant Impact	None	No New Impact
Mineral Resources	Less than Significant Impact	None	No New Impact
Noise	Less than Significant with Mitigation	**MM NOI 1**: As part of the final design and equipping of the booster station, the booster station building shall use of building	No New Impact

Environmental Issue	2016 IS/MND Conclusion	2016 IS/MND Mitigation Measures and Addendum No. 1 Clarified Mitigation Measures	Revised Project
	Incorporated	materials, noise attenuating louvres, and/or interior insulation such that the noise level 50 feet from the building shall not exceed 51 dBA when the pumps and ventilation fan are in operation. **MM NOI 2:** To minimize noise impacts resulting from poorly tuned or improperly modified vehicles and construction equipment, all vehicles and construction equipment shall maintain equipment engines and mufflers in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Riverside. Equipment maintenance records and equipment design specification data sheets shall kept and maintained by the contractor and available for review by the City upon request. **MM NOI 3:** To minimize noise from idling engines, all vehicles and construction equipment shall be prohibited from idling in excess of three (3) minutes when not in use. **MM NOI 4:** During construction, the Project contractor shall limit truck deliveries to the same hours specified for operation of construction equipment. **MM NOI 5:** To inform potential sensitive receivers of pending construction, the City shall give written notification to all property addresses, as shown on the latest Riverside County Assessors' roll within two-hundred (200) feet of the construction footprint/alignment no less than seven (7) days prior to the start of construction. The written notification shall include a tentative construction schedule and contact information for use by the public if specific noise issues arise.	
Population and Housing	No Impact	None	No New Impact

Environmental Issue	2016 IS/MND Conclusion	2016 IS/MND Mitigation Measures and Addendum No. 1 Clarified Mitigation Measures	Revised Project
Public Services	No Impact	None	No New Impact
Recreation	Less than Significant Impact	None	No New Impact
Transportation/ Traffic	Less than Significant with Mitigation Incorporated	**MM TRANS 1**: During the design phase, the City or its Project contractor shall prepare a Construction Traffic Management Plan to the satisfaction of and approval by the City of Riverside Public Works Department, City of Riverside Police Department, and City of Riverside Fire Department prior to the initiation of any construction activities that requires a lane or roadway closure. The Construction Traffic Management Plan shall include the estimated day(s), time(s), and duration of any lane closures that are anticipated to be required due to Project construction.	No New Impact
Utilities and Service Systems	Less Than Significant Impact	None	No New Impact

Conclusion

With implementation of the mitigation measures identified in the 2016 MND, the proposed Revised Project will not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant impacts; therefore a subsequent, or supplemental MND is not required.

Findings

State *CEQA Guidelines* Section 15164(b) states:

> *An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.*

The following table presents a summary of the Revised Project's consistency with each condition in Section 15162.

Table 2 – Section 15162 Conditions and Findings

Section 15162 Condition	Revised Project Consistency
(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new, significant environmental effects or a substantial increase in the severity of previously identified significant effects	The Revised Project proposes different fencing, landscaping, and a lighter roof and steel trellis on the booster station building (see **Figures 3A through 3I – Revised Project Conceptual Landscape**). The preceding analysis shows that these changes constitute a minor revision to the Original Project that does not involve new significant environmental effects or any increase in the severity of previous environmental effects.
(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or	There are no changes in the circumstances under which the Revised Project will be undertaken. As shown in the preceding analysis, implementation of the Revised Project will not result in new significant environmental effects or any increase in the severity of previously environmental effects.
(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:	There is no new information of substantial importance.
(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;	As shown in the preceding analysis, no new impacts will occur as a result of the Revised Project.
(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR	There were no significant environmental effects identified in the 2016 MND. Further, as shown in the preceding analysis, no new impacts will occur as a result of implementation of the Revised Project.

Section 15162 Condition	Revised Project Consistency
(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or	All potentially significant impacts identified in the 2016 MND were determined to be less than significant with incorporation of mitigation measures. The Revised Project incorporates feasible mitigation to reduce potential impacts to less than significant. The Revised Project will not result in any new impacts that were not evaluated in the 2016 MND.
(D) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.	All potentially significant impacts identified in the 2016 MND were determined to be less than significant with incorporation of mitigation measures. Minor revisions to some of the mitigation measures adopted in the 2016 MND and Addendum No. 1 are proposed for clarity. No new mitigation measures are needed for the Revised Project.

The City of Riverside has reviewed the Revised Project in light of the requirements defined under the State *CEQA Guidelines* and determined that none of the above conditions requiring preparation of a subsequent or supplemental MND apply.

Figures

Figures referenced in this Addendum are included on the following pages.

G:\2014\14-0272\GIS\IS_Aerial.mxd; Map revised 15 Jun 2015

Source: City of Riverside, Dec. 2014

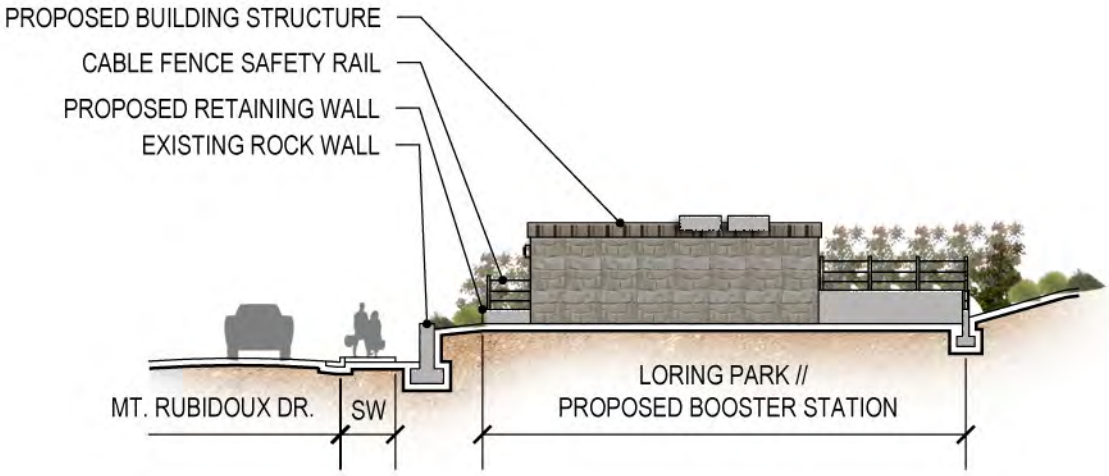
Figure 1 - Location of Facilities

Mission Inn Booster Station Installation and Pressure Rezoning Project

0 200 400 600 Feet

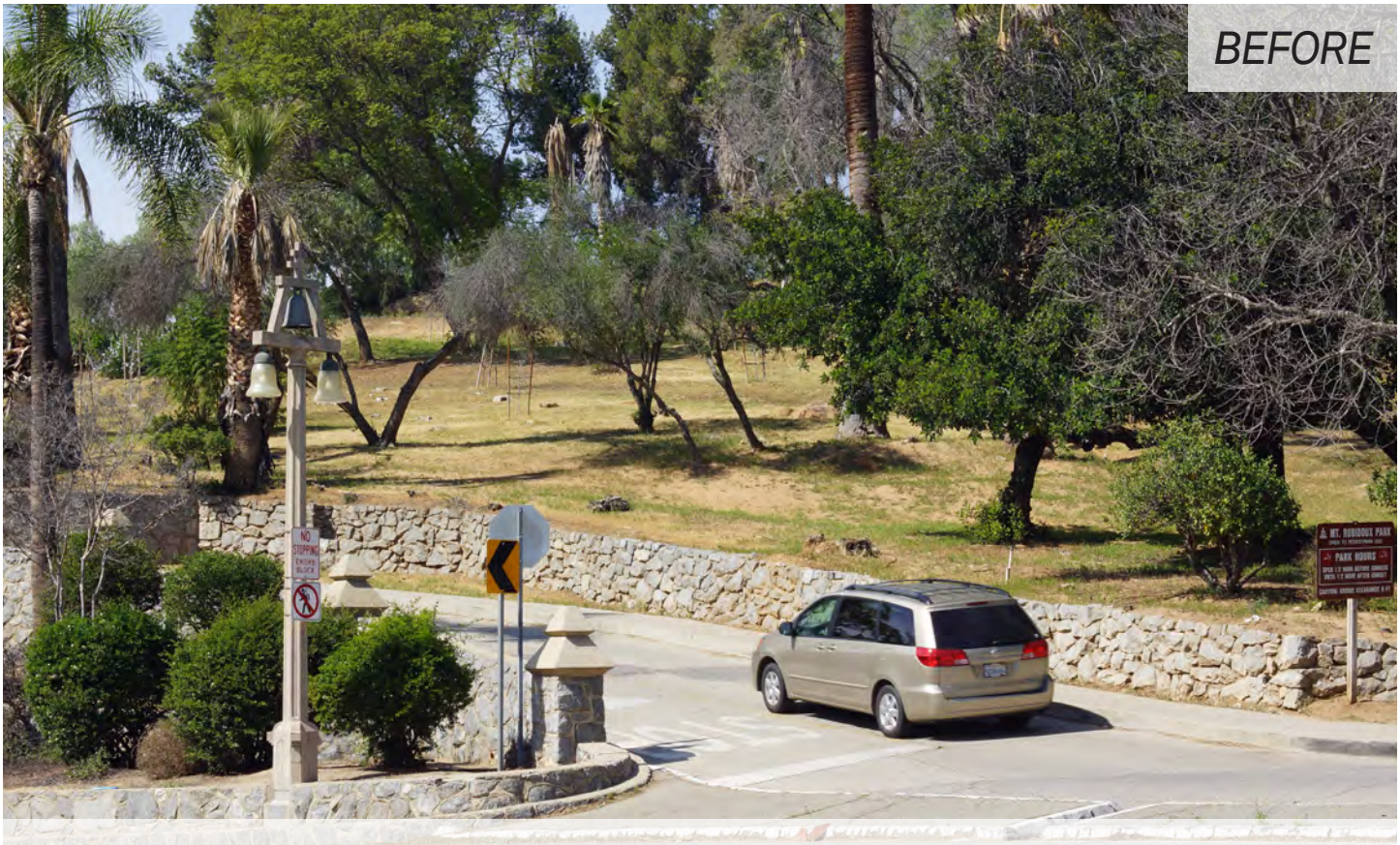
ALBERT A. WEBB ASSOCIATES

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // PLAN VIEW

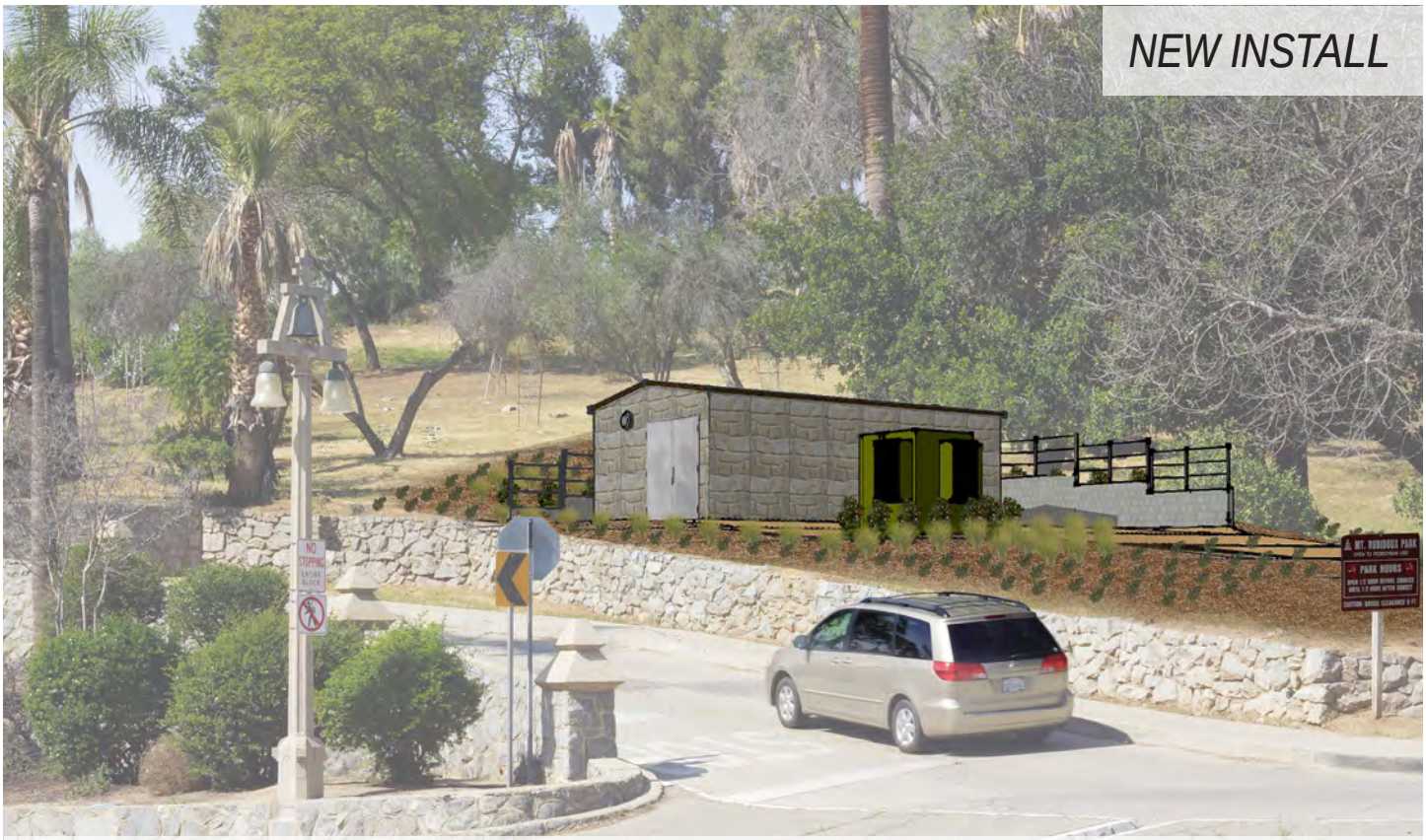


MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SECTION VIEW SCALE: 1" = 20'

Figure 2A - Original Project Conceptual Landscape



MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 1



MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 1

Figure 2B - Original Project Conceptual Landscape

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 1

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 1

Figure 2C - Original Project Conceptual Landscape

Figure 2D - Original Project Conceptual Landscape

Figure 2E - Original Project Conceptual Landscape

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 3

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 3

Figure 2F - Original Project Conceptual Landscape

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 3

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 3

Figure 2G - Original Project Conceptual Landscape

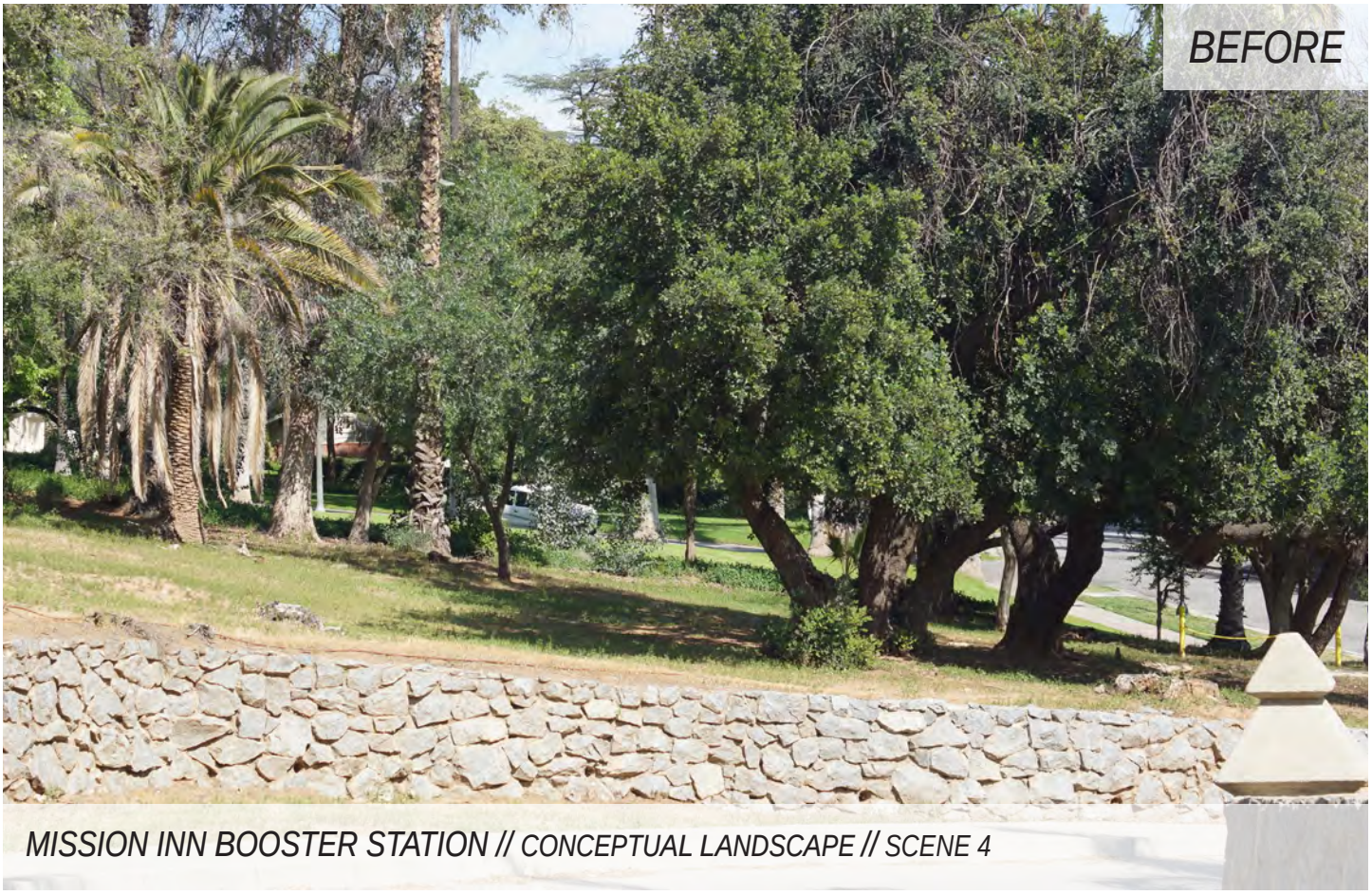
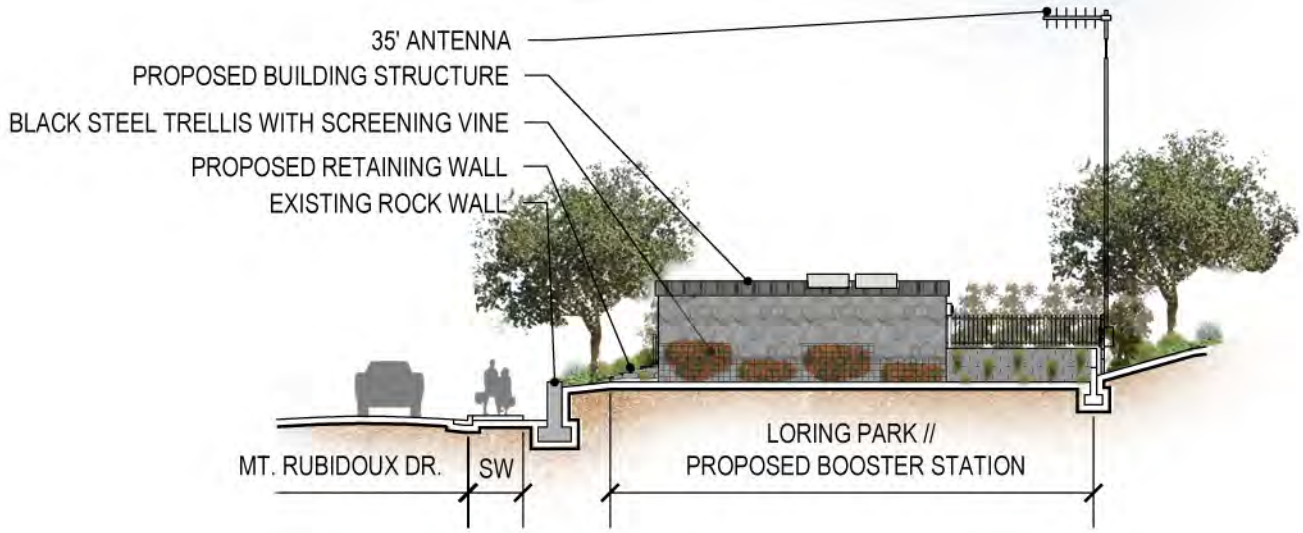


Figure 2H - Original Project Conceptual Landscape

Figure 2I - Original Project Conceptual Landscape

MISSION INN BOOSTER STATION //
CONCEPTUAL LANDSCAPE // PLAN VIEW



MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SECTION VIEW SCALE: 1" = 20'

Figure 3A - Revised Project Conceptual Landscape

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 1

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 1

Figure 3B - Revised Project Conceptual Landscape

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 1

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 1

Figure 3C - Revised Project Conceptual Landscape

Figure 3D - Revised Project Conceptual Landscape

Figure 3E - Revised Project Conceptual Landscape

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 3

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 3

Figure 3F - Revised Project Conceptual Landscape

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 3

MISSION INN BOOSTER STATION // CONCEPTUAL LANDSCAPE // SCENE 3

Figure 3G - Revised Project Conceptual Landscape

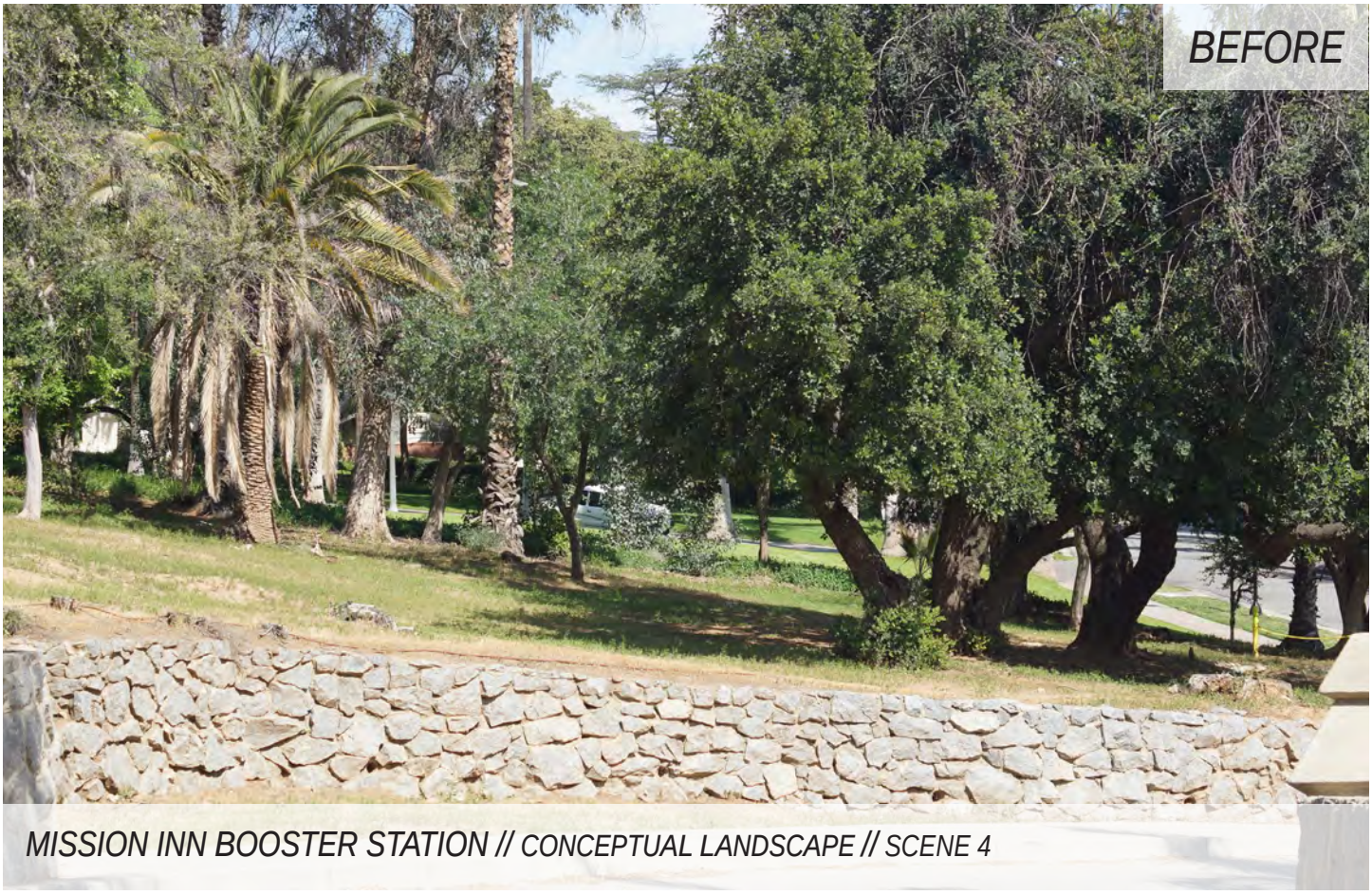


Figure 3H - Revised Project Conceptual Landscape

Figure 3I - Revised Project Conceptual Landscape