# Appendix I. Community Impact Assessment

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Riverside-Downtown
STATION IMPROVEMENTS

## Riverside-Downtown Station Improvements Project

# COMMUNITY IMPACT ASSESSMENT


July 2021

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# Acronyms and Abbreviations

| Acronym | Definition |
|---|---|
| **91/PV** | 91/Perris Valley |
| **AC** | Arts and Cultural |
| **ACS** | American Community Survey |
| **ADA** | Americans with Disabilities Act of 1990 |
| **APN** | Accessor's Parcel Number |
| **AREMA** | American Railway Engineering and Maintenance-of-Way Association |
| **BNSF** | Burlington Northern Santa Fe |
| **CEQ** | Council on Environmental Quality |
| **CEQA** | California Environmental Quality Act |
| **CFR** | Code of Federal Regulations |
| **COM** | Community |
| **CIA** | Community Impact Assessment |
| **CPUC** | California Public Utilities Commission |
| **DRIR** | Draft Relocation Impact Report |
| **EJ** | Environmental Justice |
| **ENP** | Eastside Neighborhood Plan |
| **EO** | Executive Order |
| **FHWA** | Federal Highway Administration |
| **FMC** | Food Machinery Corporation |
| **FRA** | Federal Railroad Administration |
| **FTA** | Federal Transit Administration |
| **FY** | Fiscal Year |
| **GHG** | greenhouse gas |
| **HQTA** | High Quality Transit Area |
| **IEOC** | Inland Empire Orange County |
| **LOSSAN** | San Luis Obispo Rail Corridor |
| **MP** | Milepost |
| **NEPA** | National Environmental Policy Act |
| **PVL** | Perris Valley Line |
| **RCC** | Riverside Community College |
| **RCTC** | Riverside County Transportation Commission |
| **RDS** | Riverside-Downtown Station |
| **ROW** | right of way |
| **RTA** | Regional Transit Authority |
| **RTP/SCS** | Regional Transportation Plan/Sustainable Communities Strategy |
| **SCAG** | Southern California Association of Government |
| **SCRRA** | Southern California Regional Rail Authority |
| **sf** | square foot/feet |

| Acronym | Definition |
|---|---|
| **SCAQMD** | South Coast Air Quality Management District |
| **SR** | State Route |
| **SRTP** | Short-Range Transit Plan |
| **TCE** | temporary construction easement |
| **TMP** | traffic management plan |
| **TOD** | Transit-Oriented Development |
| **TRAF** | Traffic |
| **UCR** | University of California Riverside |
| **U.S.** | United States |
| **USC** | United States Code |
| **UTIL** | Utilities |
| **VMT** | vehicle miles traveled |

# 1.0 Introduction

The Riverside County Transportation Commission (RCTC) and Metrolink propose to improve the Riverside-Downtown Station located at Milepost (MP) 9.9 to MP 10.2 on the Burlington Northern Santa Fe (BNSF) San Bernardino Subdivision located just east of State Route 91 (SR 91) and a short distance from SR 60 in the City and County of Riverside, California.

Proposed improvements include construction of an additional passenger loading platform, the extension of the existing pedestrian overcrossing, and additional elevator and associated tracks, which would allow for two trains to service the station off the BNSF mainline. The proposed track would be required to connect and integrate into the existing station layover tracks on the east side to improve train meet times without impacting BNSF operations. The Project would also provide additional parking and improved vehicular traffic circulation on the east side of the station (Figure 1-1,[1] Regional and Project Location Map).

This Community Impact Assessment (CIA) is prepared for the Riverside-Downtown Station Improvements Project (Project). The information in this document has been prepared as an assessment to comply with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) and other substantive environmental laws applicable to the subjects addressed in this document. RCTC is the lead agency under CEQA and the Federal Transit Administration is the approving agency under NEPA.

## 1.1. What is a Community Impact Assessment?

Transportation investments have major influences on society, with significant economic and social consequences. The CIA informs affected communities and residents, as well as transportation planners and decision makers, to the likely consequences of a transportation action. It ensures that human values and concerns receive proper attention during planning and project development. The purpose of this report is to provide information regarding social, economic, and land use effects of the project so that final transportation decisions will be made in the public interest. The report is intended to clearly describe the relevant existing conditions, the potential socioeconomic impacts of the project and mitigation measures to address potential impacts.

As part of the scoping and environmental analysis carried out for the Project, the following environmental resources were considered, but were determined not present in the CIA study area. As a result, there is no further discussion or analyses in this document for:

- Coastal Zone
- Wild and Scenic Rivers

## 1.2. Project Objectives

The purpose of the proposed Project is to expand the capacity, improve operations and efficiency, connectivity, and the passenger experience at the Riverside-Downtown Station. The basic Project objectives supporting the purpose of the Project are listed below.

- Expand platform capacity to meet passenger train storage needs.
- Allow for train meets off the BNSF mainline and minimize impacts to BNSF operations.
- Improve train connectivity and passenger accessibility while minimizing impacts on improvement. projects near the station that are already designed or in construction.
- Facilitate more efficient passenger flow and reduce dwell times.
- Enhance safety and access for station users.
- Accommodate projected future demand.

## 1.3. Alternatives Considered

### 1.3.1. No Project Alternative

The No Project Alternative would not meet the Project Objectives or improve operations to accommodate the Riverside, 91/Perris Valley (91/PV), and the Inland Empire Orange County (IEOC) Lines. Train capacity and storage would be limited to the existing platforms. This alternative does not meet the purpose and need for station improvements and additional passenger service.

[1] *Enlarged versions of all maps and diagrams in this report are provided in Appendix A.*


**Figure 1-1. Regional and Project Location Map**

### 1.3.2. Build Alternative

RCTC and Metrolink propose improvements to the following elements of the Station (Table 1-1).

**Table 1-1. Proposed Project Elements**

| Element | Description |
|---|---|
| • Station Platform and Track Improvements | • Add new center platform (Platform 3)<br>• Add new tracks (Station Tracks 5 and 6)<br>• Modification of railroad signal system |
| • Pedestrian Overpass Access Improvements | • Extend pedestrian access to new Platform 3<br>• Emergency egress would be provided at three locations |
| • Traffic Circulation Options, Parking and Streetscape Improvements | • Add sidewalks and trees<br>• Traffic Circulation Options and Howard Avenue Extension<br>• Add up to 560 additional parking spaces<br>• Relocate ADA parking |

*ADA = Americans with Disabilities Act*

#### PLATFORM AND TRACKS

The proposed improvements also include building an additional passenger loading platform and tracks on the east side of the existing station to improve Metrolink service and extending the existing pedestrian overpass to access the new (proposed) platform. The proposed track would also connect into the existing station layover tracks on the north end of the station, provide additional parking, and improve traffic flow on the east side of the station.

#### PEDESTRIAN OVERPASS ACCESS DESIGN OPTION

As part of the Build Alternative, the existing pedestrian overpass access would be extended to the new platform. There is one pedestrian overpass access design option (Pedestrian Overpass Access Design Option 1) to further extend the existing pedestrian overpass to the new surface parking lot.

#### TRAFFIC CIRCULATION AND PARKING AND STREETSCAPE IMPROVEMENT DESIGN OPTIONS

The Build Alternative also includes six traffic circulation improvements and parking lot design options. The traffic circulation improvements on the east side of the station address the need for 560 parking spaces and include six different options to address traffic circulation. The Howard Avenue extension (Options 2A, 2B, 3A, and 3B) would require acquisition of parcels directly east of the existing overflow parking lot. The design options are associated with the new proposed surface parking lot, with different scenarios for combining the proposed parking lot with the existing overflow parking lot on the northeast side of the station.

Figure 1-2 illustrates each of the project elements previously described. Refer to Figure 1-3 through Figure 1-8 for details on each of the proposed options (1A through 3B).

#### Parking and Streetscape Improvements

All six of the traffic circulation and parking options studied (1A through 3B) would include the following streetscape components:

1. Adding sidewalks and street trees along the perimeter of the new and existing parking lots, in the planter strips next to the roadway on 12th Street, Howard Avenue, and 10th and 9th Streets.
2. Adding up to 560 parking spaces (proposed surface parking lot) with access to the east side of the station via at-grade pedestrian crossings. ADA-compliant parking would be adjacent to Platform 3 on the east side of the station.

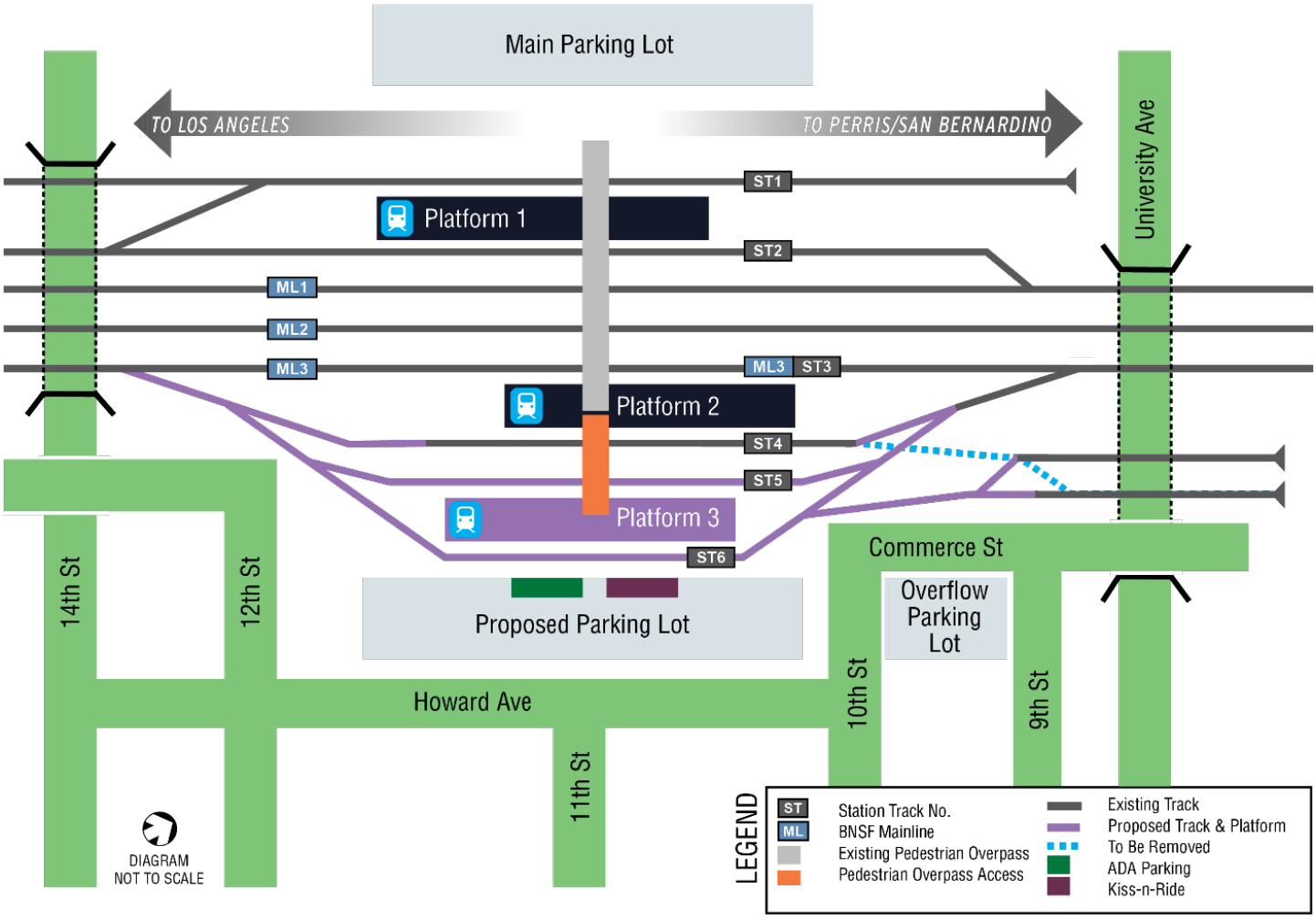


**Figure 1-2. Project Elements**

## Traffic Circulation and Parking

The Build Alternative also includes a study of six design options to accommodate the 560 parking spaces (parking lots) for the station and address circulation of pedestrians and vehicles to the station.

Table 1-2, Build Alternative Options provides an overview of how traffic circulation to the station could be accommodated. Figure 1-3 through Figure 1-8 illustrate traffic circulation and parking option configurations and show the impacts associated with each option.

**Table 1-2. Build Alternative Design Options**

| Build + Design Option | Description |
|---|---|
| **Pedestrian Overpass Access Improvements** | |
| Design Option 1 | Extend pedestrian overpass access to the new Platform 3 and to the new surface parking lot. |
| **Traffic Circulation and Parking Improvement Options** | |
| Design Option 1A | New surface parking lot east of station<br>*Requires acquisition and demolition of existing structures and other ancillary structures and residential parcels on the corner of 12th Street and Howard Avenue to facilitate construction of the proposed improvements.* |
| Design Option 1B | Same as Design Option 1A<br>*Avoids relocation impacts to residential parcels on the corner of 12th Street and Howard Avenue.* |

| Build + Design Option | Description |
|---|---|
| Design Option 2A | New surface parking lot east of station combined with existing overflow parking lot with the extension of Howard Avenue through to 9th Street<br>*Requires acquisition and demolition of existing structures and other ancillary structures and residential parcels on the corner of 12th Street and Howard Avenue. This option requires acquisition of additional parcels north of Howard Avenue and 10th Street, extending north one block to intersect with 9th Street.* |
| Design Option 2B | Same as Design Option 2A<br>*Avoids relocation impacts to residential parcels on the corner of 12th Street and Howard Avenue.* |
| Design Option 3A | Same as Design Option 1A and 2A<br>*Avoids impacts to additional parcels east of the existing overflow parking lot by routing Howard Avenue around the parcels.* |
| Design Option 3B | Same as Design Option 1B and 2B<br>*Avoids relocation impacts to additional parcels east of the existing overflow parking lot and residential parcels on the corner of 12th Street and Howard Avenue.* |

### *Design Option 1A*

Add a new surface parking lot and maintain separation from the existing overflow parking lot on the east side of the station. Acquisition and demolition of residential parcels on the corner of 12th Street and Howard Avenue would be required (Figure 1-3, Build Alternative with Parking Option 1A).

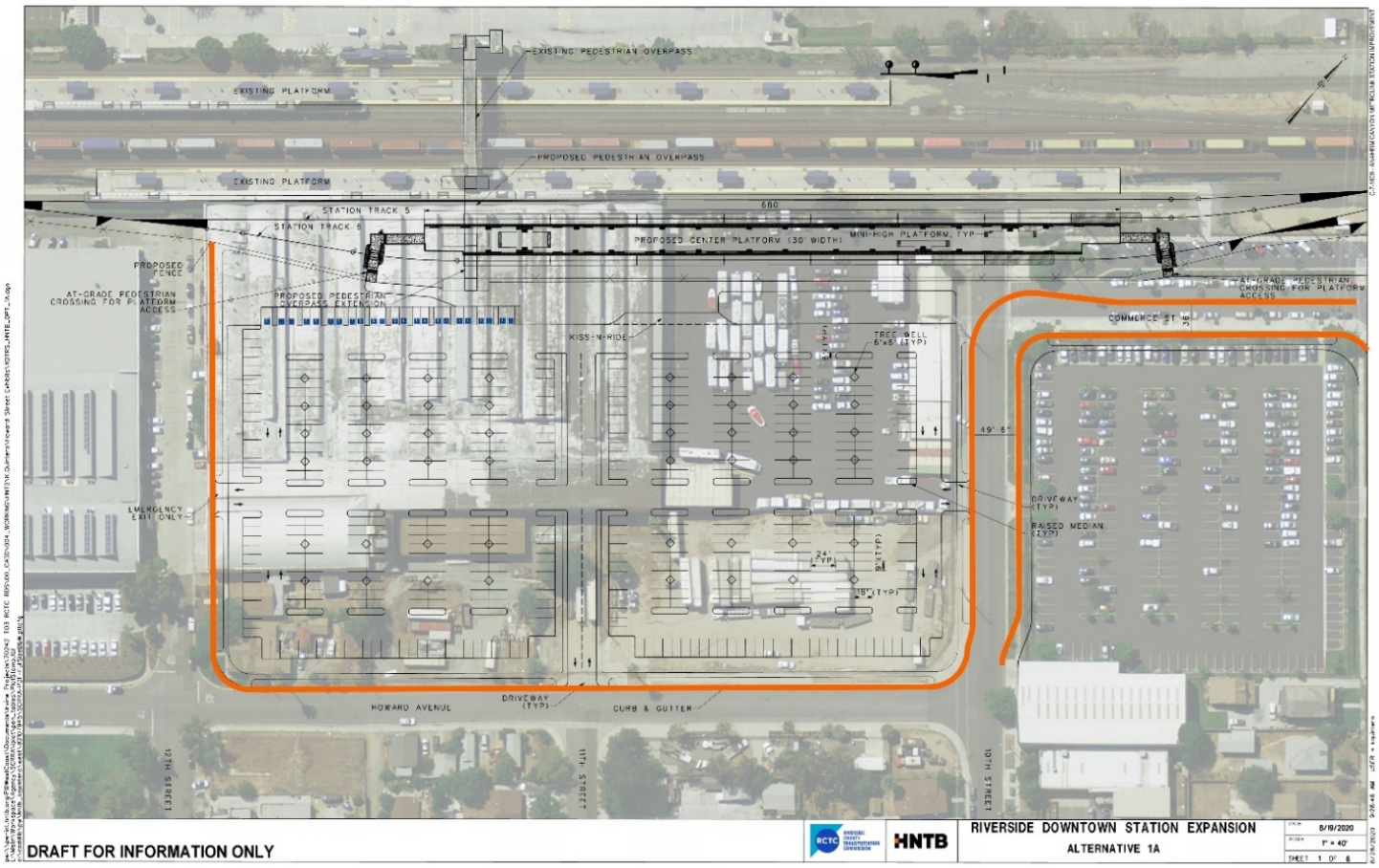


**Figure 1-3. Build Alternative with Design Option 1A**

### *Design Option 1B*

Add a proposed surface parking lot and maintain separation from the existing overflow parking lot on the east side of the station and avoid impacts to residential parcels at the corner of 12th Street and Howard Avenue (Figure 1-4, Build Alternative with Design Option 1B).

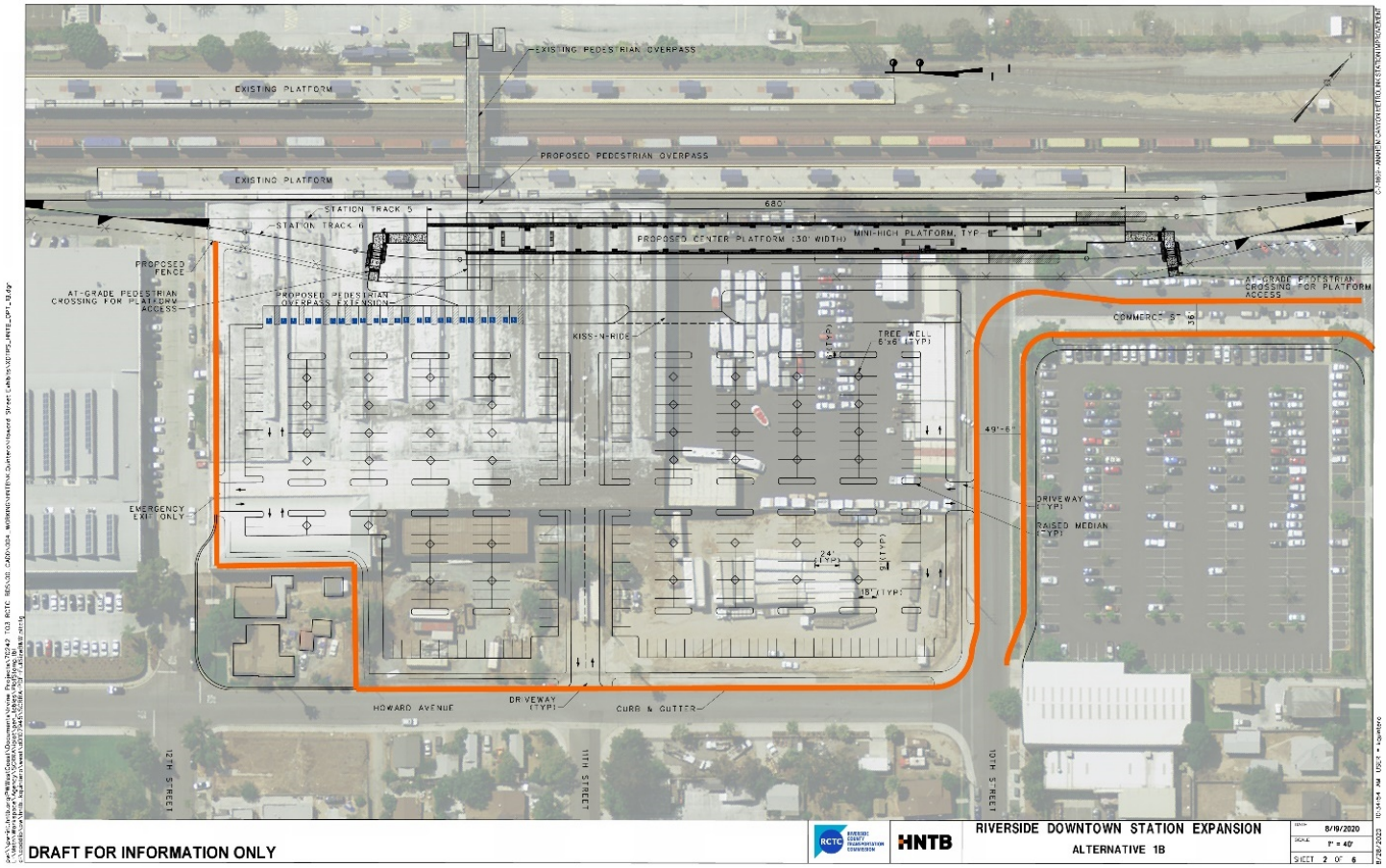


**Figure 1-4. Build Alternative with Design Option 1B**

### *Design Options 2A and 2B*

Proposes a new surface parking lot directly east of the station combined with the existing overflow parking lot (Figure 1-5, Build Alternative with Design Option 2A and Figure 1-6, Build Alternative with Design Option 2B).

### *Design Option 2A*

Combine a proposed surface parking lot with the existing overflow parking lot on the east side of the station, which would require acquisition and demolition of residential parcels on the corner of 12th Street and Howard Avenue. This option would also include extending Howard Avenue through to 9th Street and would require additional acquisition of parcels directly east of the existing overflow parking lot, as well as partial street vacations for 10th Street and Commerce Street (Figure 1-5, Build Alternative with Design Option 2A).

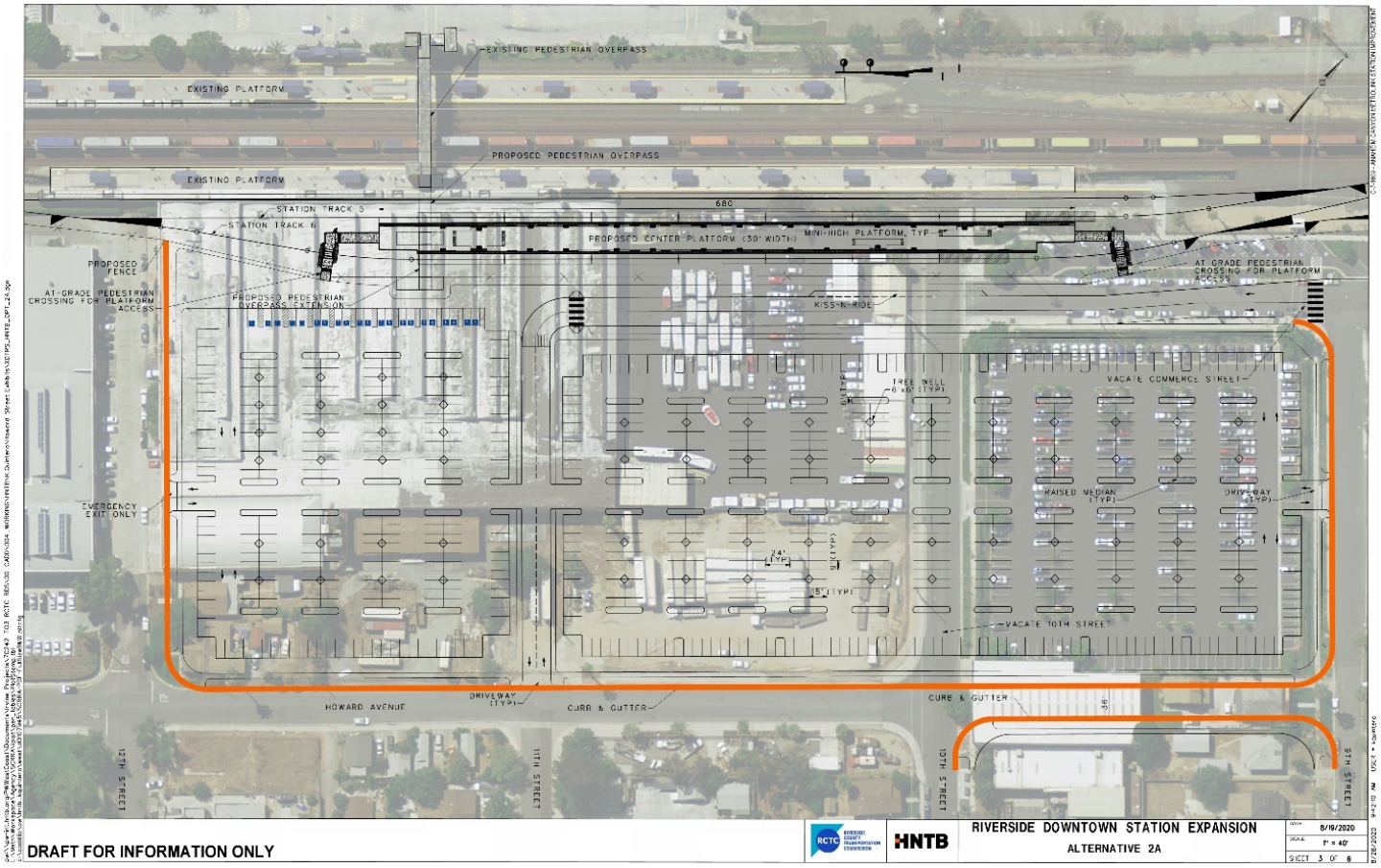


**Figure 1-5. Build Alternative with Design Option 2A**

### *Design Option 2B*

Combine a proposed surface parking lot with the existing overflow parking lot on the east side of the station and avoid impacts to residential parcels at the corner of 12th Street and Howard Avenue. This option would also include extending Howard Avenue through to 9th Street and would require additional acquisition of parcels directly east of the existing overflow parking lot, as well as partial street vacations for 10th Street and Commerce Street (Figure 1-6, Build Alternative with Design Option 2B).

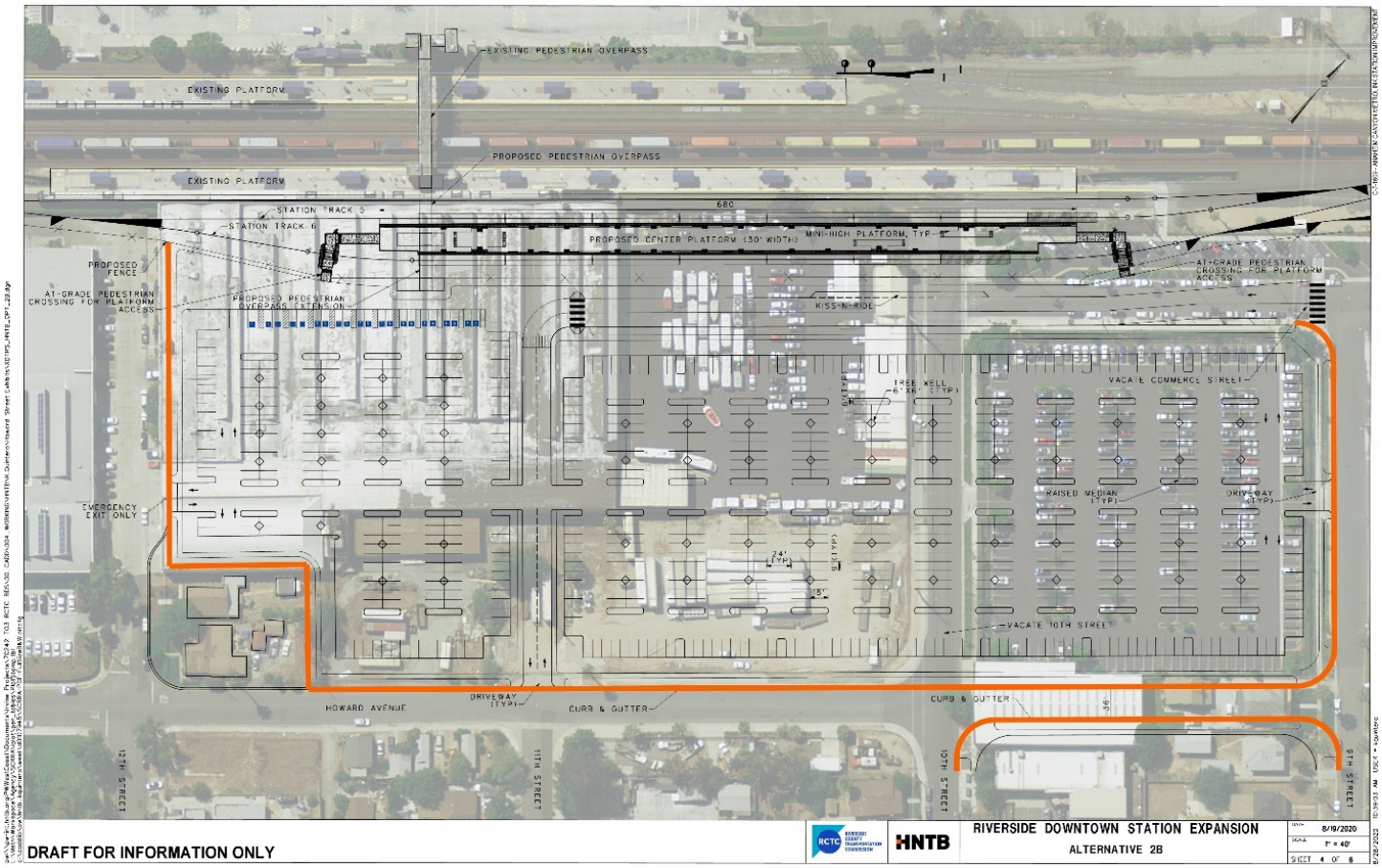


**Figure 1-6. Build Alternative with Design Option 2B**

### *Design Options 3A and 3B*

Proposes a new surface parking lot directly east of the station combined with the existing overflow parking lot and extension of Howard Avenue through to 9th Street (Figure 1-7, Build Alternative with Design Option 3A and Figure 1-8, Build Alternative with Design Option 3B).

### *Design Option 3A*

Combine a proposed surface parking lot with the existing overflow parking lot on the east side of the station, which would require demolition of residential parcels on the corner of 12th Street and Howard Avenue. This option would also include extending Howard Avenue through to 9th Street, as well as partial street vacations for 10th Street and Commerce Street while avoiding additional acquisition of parcels directly east of the existing overflow parking lot (Figure 1-7, Build Alternative with Design Option 3A).

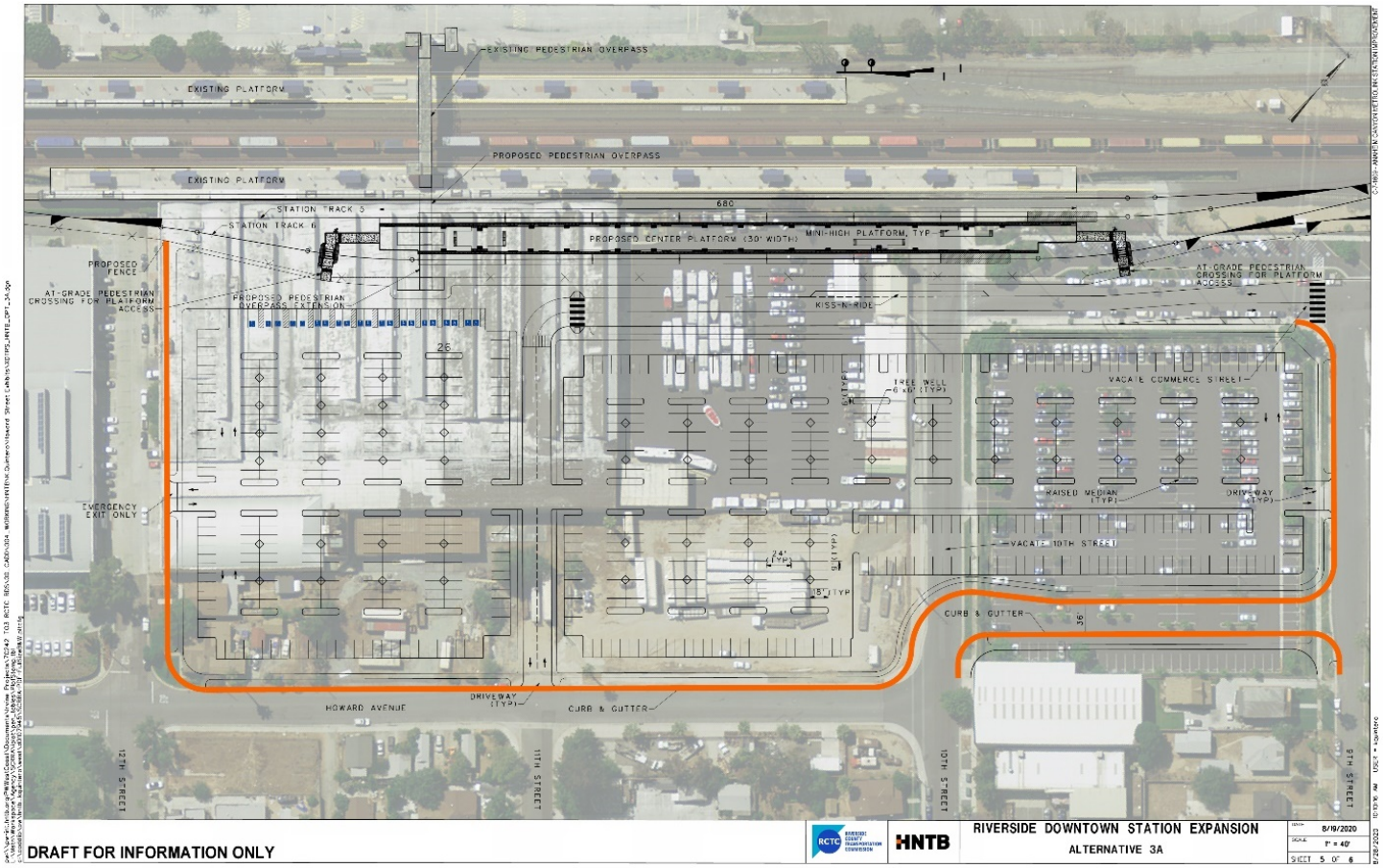


**Figure 1-7. Build Alternative with Design Option 3A**

### *Design Option 3B*

Combine a proposed surface parking lot with the existing overflow parking lot on the east side of the station and avoid impacts to residential parcels at the corner of 12th Street and Howard Avenue. This option would also include extending Howard Avenue through to 9th Street, as well as partial street vacations for 10th Street and Commerce Street while avoiding additional acquisition of parcels directly east of the existing overflow parking lot (Figure 1-8, Build Alternative with Design Option 3B).

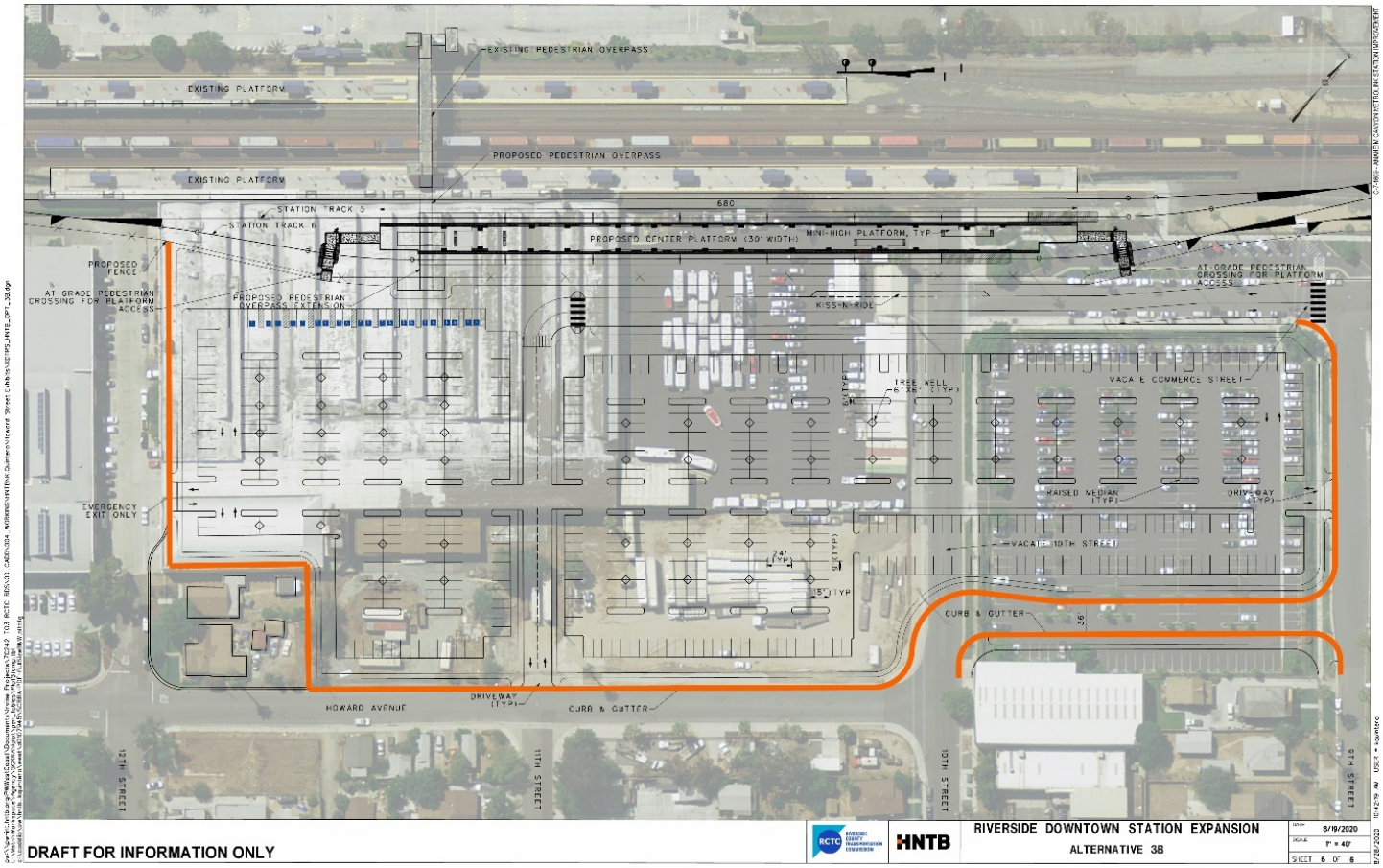


**Figure 1-8. Build Alternative with Design Option 3B**

# 2.0 Regulatory Setting and Methodology

## 2.1. Regulatory Setting

Summaries of existing federal and state laws, regulations, and executive orders that directly or indirectly require investigation to determine potential impacts to communities from the proposed action are outlined below.

### 2.1.1. National Environmental Policy Act

The Council on Environmental Quality (CEQ) regulations, which implements NEPA, requires the evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect effects that may occur within the project study area in the present and in the future. The CEQ regulations, 40 Code of Federal Regulations (CFR) 1508.8, refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

### 2.1.2. Federal Uniform Relocation Assistance and Property Acquisition Policies Act of 1970, as Amended

The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601), also known as the Uniform Relocation Act, requires that relocation assistance be provided to any person, business, farm, or nonprofit operation displaced because of the acquisition of real property by a public entity for public use. Compliance with the Uniform Relocation Act is required by any public agency when federal funds are to be used in the acquisition or construction of a proposed Project.

### 2.1.3. U.S. Department of Transportation Act of 1966, Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

### 2.1.4. Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964, and related statues, requires there be no discrimination in federally-assisted programs on the basis of race, color, national origin, age, sex, or disability (religion is a protected category under the Fair Housing Act of 1968).

### 2.1.5. Executive Order (EO) 12898 - Environmental Justice

All projects involving a federal action must comply with Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by President Clinton on February 11, 1994. This EO directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

### 2.1.6. California Environmental Quality Act

CEQA establishes state policy to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures. CEQA applies to actions directly undertaken, financed, or permitted by state lead agencies. Regulations for implementation are found in the CEQA Guidelines published by the Resources Agency. These guidelines establish an overall process for the environmental evaluation of projects, including the analysis of a project's potential to induce growth. The CEQA Guidelines (Section 15126.2[d]) require that environmental documents "...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

### 2.1.7. The Park Preservation Act

The Park Preservation Act (California Public Resources Code Sections 5400-5409) prohibits local and state agencies from acquiring any property which is in use as a public park at the time of acquisition unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the park land and any park facilities on that land.

## 2.2. Assessment Process and Methodology Used

This CIA has been prepared in accordance with CEQA and NEPA requirements. An assessment of community impacts includes evaluating the effects of the proposed transportation project on the community and its quality of life by analyzing the following socioeconomic topics, land use, growth, community character, community services and facilities, property acquisitions and relocations, environmental justice, transportation facilities, and cumulative impacts of other related projects.

To assess the proposed Project's potential impact to the existing community, the following steps were conducted:

1. Define the limits of the CIA study area.
2. Identify and describe communities and neighborhoods in the CIA study area.
3. Collect and analyze demographic information within the CIA study area census tracts.
4. Identify and analyze state, regional, local plans and policies, and its applicability to the proposed Project.
5. Assess the project's potential impacts on communities.
6. Identify avoidance, minimization and mitigation measures for the affected resource (if any).

### 2.2.1. Demographic Information

Demographic information for the CIA study area was obtained from the United States (U.S.) Census. A profile of the community was developed using the latest publicly available demographic data from the U.S. Census Bureau (2010)[2], including American Community Survey (ACS) 2014 to 2018 5-year estimates data, and supplemented with information publicly available from the City of Riverside and County of Riverside. Project impacts were determined by comparing the existing conditions to the construction-period and operational conditions.

### 2.2.2. Study Area

The U.S. Census Bureau organizes each county into statistical subdivisions called census tracts and gives each a unique identification number. The project site is bounded by 9th Street to the north, 12th Street to the south, Howard Avenue to the east, and the existing BNSF railroad to the west. As shown in Figure 2-1, the project site is entirely contained within Census Tract 304 (2010 boundaries). The CIA study area includes an area larger than that directly affected by project construction and right of way (ROW) acquisitions to provide a broader representation of the area affected by the project. Census tract data are used to analyze populations that may not be directly affected by the project but may be indirectly affected by project construction and operations. The CIA study area for the project is defined within Census Tract 304, which is a 1.1 square-mile area consisting of five sub-area block groups within Census tract 304. The SR 91 freeway acts as a physical barrier to the Riverside-Downtown area west of SR 91. The CIA study area ranges between 0.25-mile and 0.6-miles from the project site and covers three sub-area block groups (Block Groups 1, 3, and 5) encompassing an area approximately 0.6 square-miles used to assess potential community and socio-economic impacts. Figure 2-2 illustrates the defined CIA study area.

[2] *2010 Census data is the most current publicly available data. Although a census was completed in 2020; the 2020 census data for state, county, city, census tract, and block levels are not publicly available.*

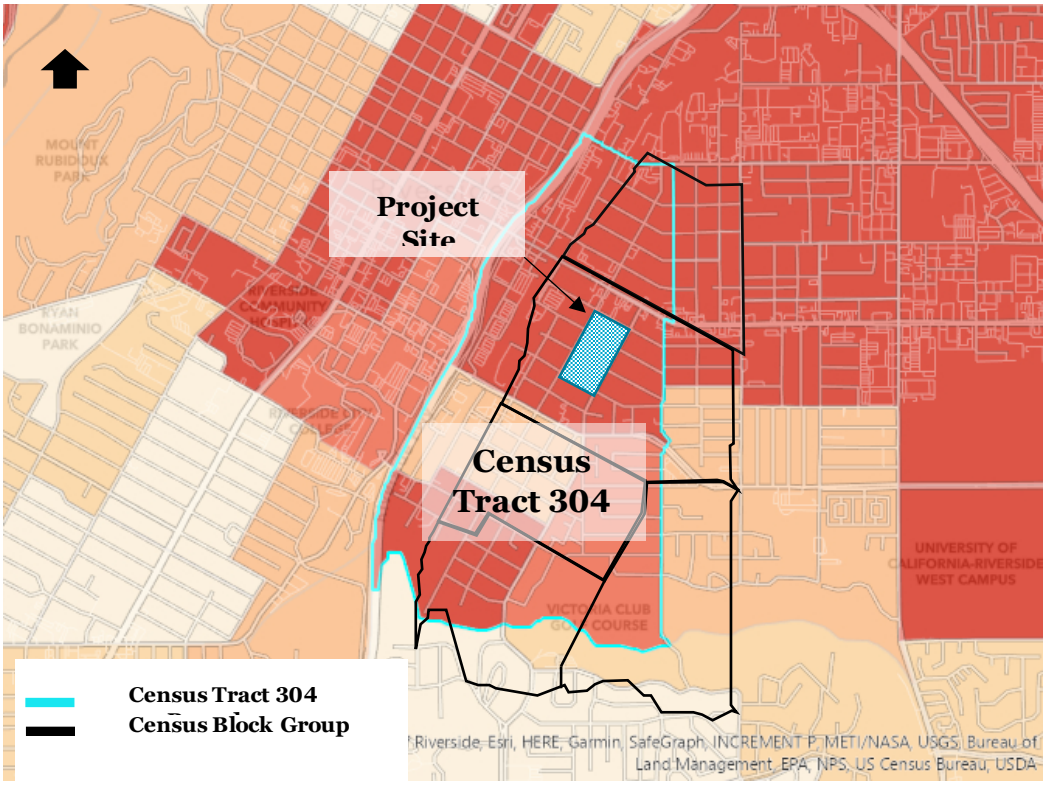


**Figure 2-1. 2010 U.S. Census Tract 304 Boundary**

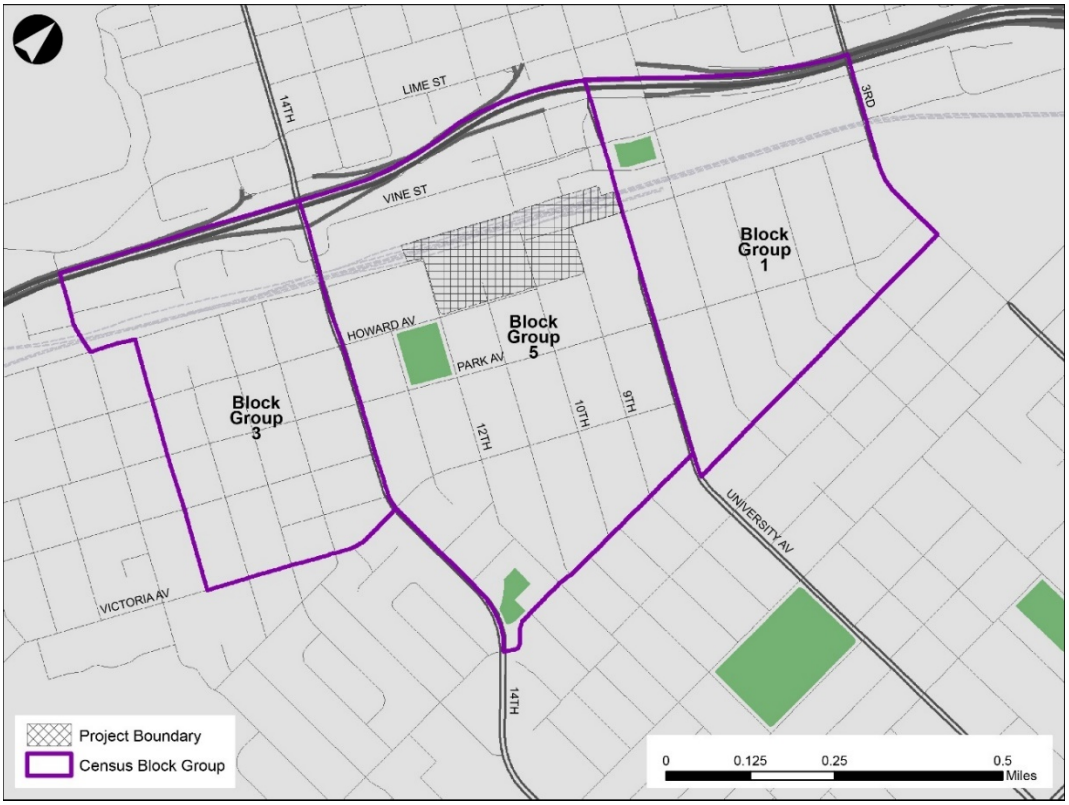


**Figure 2-2. CIA Study Area (Census Block Groups 1, 3 and 5)**

# 3.0 Land Use

This section describes the existing land use and changes in land use that would occur as a result of the proposed Project. This section also determines the consistency of the proposed Project with relevant local and regional planning documents and policies from the City and County of Riverside.

## 3.1. Existing and Future Land Use

### 3.1.1. Affected Environment

#### EXISTING LAND USE

An analysis of existing land use patterns within the CIA study area characterizes where residents live, work, and recreate. The varied existing land uses within the CIA study area include medium-density residential (single- and multi-family units), commercial, public facilities, industrial, parks/open space, transportation, mixed-uses, recreation, and areas under construction. The CIA study area contains several destination sites, including the Riverside-Downtown Metrolink station, parks, and a school. Medium-density residential are clustered on the east side of the CIA study area, while commercial and industrial uses line the SR 91 freeway. Mixed-use development is interspersed along the University Avenue corridor. This mixture of land uses is conducive to high transit activity between points within the CIA study area and the Riverside-Downtown Station. As described in Section 3.2, local land use plans and policies in the City of Riverside are supportive of establishing communities that integrate transit and other alternative modes of transportation into the fabric of planned development.

As shown in Table 3-1, the predominant land uses within the CIA study area are medium density residential at 32 percent followed by commercial at 25 percent and industrial uses constitute 8 percent. Other uses in the CIA study area includes park and open space, mixed-use and public facilities. Figure 3-1 illustrates the existing land uses within the CIA study area.

**Table 3-1. Existing Predominant Land Uses**

| Land Use Designation | Acres | Percent |
|---|---|---|
| Medium Density Residential | 114.2 | 32% |
| Commercial | 88.4 | 25% |
| Industrial | 29.2 | 8% |
| Park/Open Space | 5.5 | 2% |
| Mixed Use | 4.9 | 1% |
| Public Facilities | 2.4 | 1% |
| Other | various | 31% |

*Source: City of Riverside General Plan (Open Data Version), 2019*

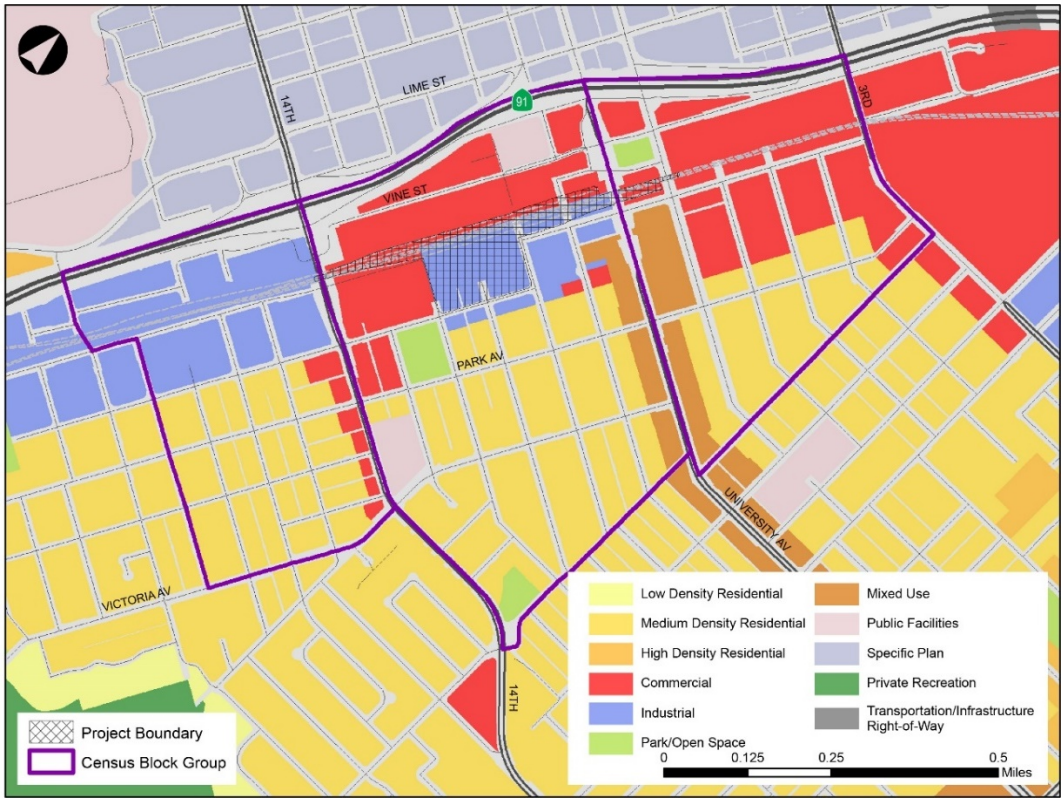


**Figure 3-1. Existing Land Uses in Project Vicinity**

*Source: City of Riverside General Plan (Open Data Version), 2019; U.S. Census Bureau, 2019*

The project site is located almost entirely within an area designated as commercial and industrial uses, though there are two single-family residences on industrial designated land located at the northwest corner of Howard Avenue and 12th Street. To the north of the project site, south of 9th Street, this area is designated for industrial and commercial uses; however, there are non-conforming multi-family residential buildings predating the adoption of the current City of Riverside General Plan Land Use map.

## FUTURE LAND USE

The CIA study area is heavily urbanized with limited open space areas where new development could occur. Recent development trends in the CIA study area consist mostly of infill development and a few land development projects within vacant lots. According to the City of Riverside, there are a total of five projects in various stages of development within the CIA study area. These related projects consist of residential and institutional land uses as summarized in Table 3-2. Figure 3-2 illustrates the location of these projects.

**Table 3-2. Development Projects Near the Project Site**

| No. | Project Type | Project Description | Status |
|---|---|---|---|
| 1 | • Junior/Community College<br>• Conditional Use Permit for new Vocational/Technical School<br>• 3550 Vine Street | Expand Brandman University to occupy approximately 10,000 sf of existing office space in the building complex. Construction of 8 classrooms, 11 offices, 1 conference room, and 1 lunchroom. | In development |
| 2 | • Mid-Rise Multifamily Housing<br>• Mission Lofts Apartment Complex<br>• 3050 Mission Inn Avenue | Construction of a transit-oriented development consisting of 212 residential units, 640 sf of commercial uses and 315 parking spaces. | This project was completed in 2019 |
| 3 | • Multifamily Low-Rise<br>• Affordable Housing Development<br>• 2719 11th Street | Development of eight affordable multi-family residential units. | In development |

| No. | Project Type | Project Description | Status |
|---|---|---|---|
| 4 | Vine Street Mobility Hub between Vine Street and 19th and SR 91 Freeway | The plan calls for up to 18 bus bays and a design that incorporates the latest technology in preparation for RTA's zero-emission bus deployment. The hub will also include seating, shelters, security features, a driver's lounge, drought tolerant landscaping, and integration with the City of Riverside's bike lanes. | The RTA Board of Directors has approved a conceptual plan for a mobility hub on 5 acres across from the Riverside-Downtown Metrolink Station. With this conceptual plan approved, RTA will move into the project's architectural and engineering phase. |
| 5 | Lincoln Continuation High School expansion or modification. | The Riverside Unified School District proposes to develop a TK-6 school with 31 classrooms to serve the Eastside Neighborhood. Three options will be reviewed under the California Environmental Quality Act. All would require vacating Park Avenue between 13th and 14th Streets, and acquisition of 25 parcels in Block B and C, totaling 4.27 acres. The proposed project would involve demolition of the existing structures on the acquired parcels and construction of about 67,300 to 71,000 square feet of building space depending on the option. | A Notice of Preparation of a Draft Environmental Impact Report (EIR) was published on 5/10/21, a scoping meeting was held on 5/19/21 and the scoping period ended 6/10/21. |

*Note: sf = square foot/feet*

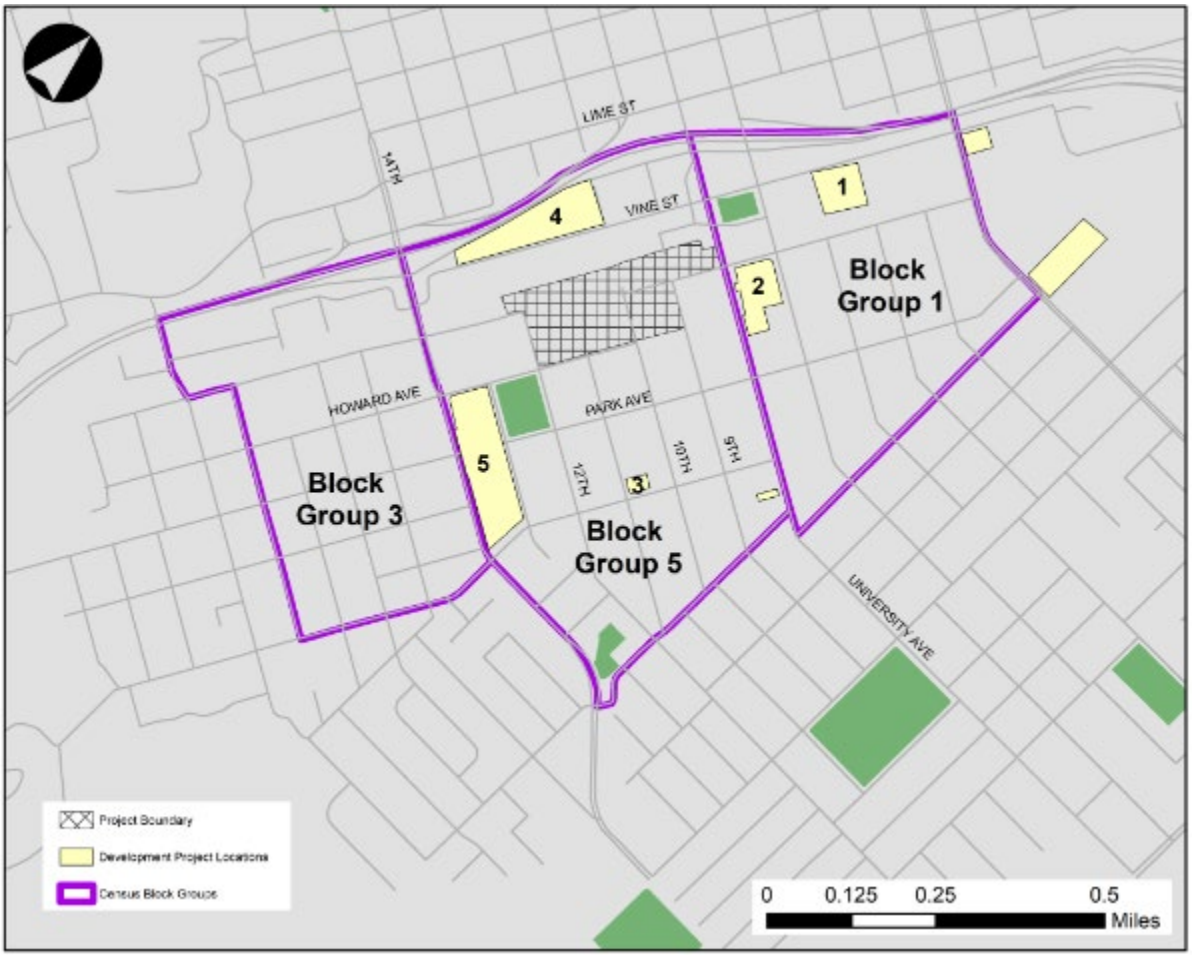


**Figure 3-2. Development Project Locations**

## 3.1.2. Environmental Consequences

The potential land use and planning impacts were qualitatively evaluated based on the compatibility of the Project with existing land use, the consistency of the project with local plans and policies, and the potential for growth beyond what is projected. Significance thresholds are used to determine whether a project may have a significant environmental effect. The significance thresholds, as defined by federal and state regulations and guidelines, are discussed below.

### NO BUILD ALTERNATIVE

Under this alternative no improvements would be made to the Riverside-Downtown Station. As the proposed Project would not be built, the site would continue to serve its existing uses and would not result in conversion of existing land uses to transportation uses. Currently on the project site, there are two single-family residential and multi-family residential uses on land designated for industrial or commercial uses. Under the No Build Alternative, these uses would remain inconsistent with the current City of Riverside's General Plan Land Use Designations. These existing homes were constructed prior to the adoption of the current City of Riverside General Plan and Marketplace Specific Plan and are *currently* considered as non-conforming land uses.

### BUILD ALTERNATIVE

#### Temporary Impacts (Construction)

During the construction of the project, temporary construction easements (TCE) from adjacent industrial land uses are required to construct the proposed Project. Conceptual design plans indicate that approximately 0.04 acres from the Solar Max property (APNs 211231024 and 211231026) may be required to accommodate construction of station improvements under all design options. In addition to private property, TCEs from nearby transportation land uses within the City of Riverside ROW along Howard Avenue, Commerce Street, 12th Street, 10th Street, and 9th Street are required to construct the project. RCTC will request TCEs from the City of Riverside to construct within local roadways and may require intermittent lane closures; however, access to these local roadways will be maintained throughout the duration of construction. TCE requirements required to construct the station improvements (and all the design options) are considered preliminary and the proposed Project's TCE requirements may change as final design plans are further developed. Although existing land uses may be used during construction, construction activities are short-term (within 24 months) and will cease upon completion of the project.

#### Permanent Impacts (Operations)

The proposed Project would be built within existing railroad and commercial ROW zoned for industrial use. Depending on the parking design option selected, transportation, public and residential ROW may be required. The characteristics of the improvements (pedestrian bridge, additional platform and track, and expanded parking lot) are intended to complement an existing passenger train station and would require the conversion of industrial facilities, two single-family and multi-family residences on land designated for industrial or commercial use to transportation uses. Additionally, Design Options 2A, 2B, 3A, and 3B would vacate existing local roadways and incorporate segments of 10th Street and Commerce Street as part of the proposed station parking lot expansion. Table 3-3 summarizes the current land uses that would be converted to transportation uses and/or incorporated as part of the Riverside-Downtown Station. Land use conversion required by the Build Alternative range between 6.95 acres and 9.18 acres depending on the design option. The Build Alternative and design options would affect existing residential, industrial, transportation and public facilities located on areas designated for industrial use.

**Table 3-3. Land Use Impact Comparison**

| | Build Alternative Land Use Permanent Impacts by Design Option (Acres) | | | | | |
|---|---|---|---|---|---|---|
| **Existing Land Use** | **1A** | **1B** | **2A** | **2B** | **3A** | **3B** |
| Residential (Single-Family) | 0.37 | 0.05 | 0.37 | 0.05 | 0.37 | 0.05 |
| Residential (Multi-Family) | 0 | 0 | 0.37 | 0.37 | 0 | 0 |
| Industrial | 6.9 | 6.9 | 7.67 | 7.67 | 6.9 | 6.9 |
| Transportation ROW[a] | 0 | 0 | 0.77 | 0.77 | 0.61 | 0.61 |
| Public Facilities (Parking Lot)[b] | 0 | 0 | 0 | 0 | 0.65 | 0.65 |
| Total | 7.27 | 6.95 | 9.18 | 8.86 | 8.53 | 8.21 |

[a] *Transportation land uses consist of local roadways (10th Street and Commerce Street) that would be incorporated as part of the Riverside-Downtown Station.*

[b] *Design Option 3A and 3B requires a small portion of the existing Riverside-Downtown Station overflow parking lot to be converted to a roadway to connect to 9th Street.*

According to the Riverside Marketplace Specific Plan and Environmental Impact Report (City of Riverside, 1991), the project site is located within the Marketplace Industrial Park sub-area, which allows development related to "passenger train, bus terminals and parking lots uses. Consistency of the proposed Project with established plans and policies is evaluated in Section 3.2. Although the proposed Project would reduce industrial land uses within the area, this conversion to transportation uses is consistent with the permitted uses identified in the Riverside Marketplace Specific Plan – the proposed station improvements would expand passenger train facilities and the parking lot within the Marketplace Industrial Park sub-area. In addition to the conversion of industrial uses, existing residential properties would be converted to a public facility (parking lot); two existing residential properties at the intersection of Howard Avenue and 12th Street and two existing multi-family units located along 9th Street are inconsistent with the City of Riverside's land use plan as these residential properties are located in an area designated for industrial uses. These existing homes were constructed prior to the adoption of the current City of Riverside General Plan and Marketplace Specific Plan and are currently considered as non-conforming land uses. Conversion of these residential properties would conform to local plans because the properties would be converted to permitted land uses (commercial land use/passenger train and parking lot uses).

Depending on the design option, some existing residential properties would not be affected and would remain inconsistent with the City of Riverside's land use plan after the implementation of the Build Alternative. Only Design Option 2A would acquire all residential properties within the project site that are currently inconsistent with the land use plan and would construct consistent uses (commercial land use/passenger train and parking lot uses). For each design option, the following number of properties would remain inconsistent within the project site:

- Design Option 1A: two residential single-family properties
- Design Option 1B: none
- Design Option 2A: four residential properties – two single-family and two multi-family
- Design Option 2B: two residential multi-family properties
- Design Option 3A: two residential single-family properties
- Design Option 3B: none

Indirect impacts (e.g., changes in regional development and growth-related changes) to land use patterns are not anticipated with implementation of the Build Alternative. Parcels subject to ROW acquisition are located within an urbanized area containing few vacant parcels. It is possible that the presence of an expanded train station could result in localized changes to adjacent land parcels; however, the post-project land use pattern is expected to conform to existing land use plans because of the scarcity of available vacant parcels and adherence of land developers to conform with the City of Riverside's land use and zoning requirements. Hence, implementation of the Build Alternative and any of the design options would not result in indirect impacts on land use.

To the greatest extent practicable, the project design of the Riverside-Downtown Station improvements will be carried out to minimize ROW impacts while adhering to RCTC and Metrolink design and operational criteria to maintain a safe train station facility. During final design, efforts will be undertaken to further minimize construction and operational impacts to existing and planned land uses. Based on the scale of this project and its consistency with adopted local plans and compatibility with adjacent land uses (existing station, industrial and commercial), the Build Alternative and all design options would not result in direct and indirect significant or adverse effects to land use plans.

### 3.1.3. Avoidance, Minimization, and/or Mitigation Measures

The proposed Project is compatible with the existing pattern of land use and development in the CIA study area. Project elements are consistent with adopted land use plans, policies, and regulations of the applicable local and regional jurisdictions. Therefore, the project will not result in substantial or adverse effects related to land use and no avoidance, minimization, and/or mitigation measures are required.

## 3.2. Consistency with State, Regional and Local Plans

### 3.2.1. Affected Environment

The City of Riverside develops and manages the application of land use policies in the area using general plans, community plans, specific plans, and subsequent zoning designations. The following discussion describes the adopted plans within the CIA study area and goals, policies, or objectives that are applicable to this project. Other relevant transportation plans discussed in this section include the RCTC, Metrolink, Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the State Rail Plan.

#### 1. RCTC Short-Range Transportation Plan FY 19/20-24/25

The Short-Range Transit Plan (SRTP) focuses on the regional transit programs administered by the Commission, which includes the vanpool program known as VanClub and commuter rail service operated by the Southern California Regional Rail Authority (SCRRA) better known as Metrolink, both of which span the Western Riverside County area. The SRTP serves as the blueprint

for the service improvement plan and capital priorities for the next five years. In order to receive local, state, and federal funds for the first fiscal year (FY) of the plan, transit operators in the county submit an updated SRTP annually for the allocation and programming of funds. The SRTP is guided by the overall mission set forth by the Commission and the respective program goals to encourage viable alternative modes of travel. In March 2020, the Commission approved four core mission objectives: 1) Quality of Life; 2) Operational Excellence; 3) Connecting the Economy; and 4) Responsible Partner. These objectives are used to direct policies and priorities for the coming year as well as underline the Commission's leadership role in the region and its commitment as a community partner. The transit programs meet these objectives by improving mobility with investments in diverse modes such as vans and bicycle and pedestrian improvements; protecting transportation resources by maintaining existing transit infrastructure and using the existing transportation network more efficiently; promoting coordinated transportation, and mitigating project impacts in the community. The Riverside Downtown Station Track and Platform Project is included in the SRTP.

**2. Metrolink 2021 Strategic Plan**

Metrolink's Service Strategic Actions for the 91/PV Line and IEOC lines would increase train service within the next 5- to 30-year horizon. Metrolink weekday service for the 91/PV Line and IEOC Lines are projected to increase from the existing 29 weekday trains to 49 weekday trains by 2025. By 2025, the number of Metrolink passenger trains traveling through the Riverside-Downtown Station would more than double during the weekday in addition to Amtrak and freight usage.

Successful delivery of capacity and service investments at the Riverside-Downtown Station is a crucial element of the Metrolink 2021 Strategic Business Plan; investments would improve reliability and customer experience by doubling capacity (adding new platforms, tracks, and parking) for train service needs due to projected growth. Parking at the Riverside-Downtown Station is 93 percent utilized, and station access has been identified as a "high-priority" for improvements. Additional train service and future increase in passenger trips is expected to strain the existing on-site parking supply and impede access to and from the station.

**3. Riverside Transit Agency Vine Street Mobility Hub 2020 Conceptual Plan**

Vine Street has been identified as the preferred location for a new mobility hub due to its proximity to the Metrolink station, major employment centers, county, and city government centers, University of California Riverside (UCR), Riverside Community College (RCC), Riverside Convention Center, multiple entertainment venues, and urban housing complexes within the downtown core area. The mobility hub will function as a multi-modal transportation hub that supports connectivity and expands transportation. The Vine Street Mobility Hub Conceptual Plan area has much to offer the local and regional perception of transit. The site is currently underutilized as a transit facility and offers the tremendous opportunity to cultivate a positive transit and mixed-use development identity.

**4. 2018 State Rail Plan**

California businesses export roughly $162 billion worth of goods to more than 225 foreign countries annually. The state's extensive rail network supports California's economy, while minimizing impacts on air quality compared to other modes. Rail is an efficient, safe, and cost-effective way to move goods because energy consumption and greenhouse gas (GHG) emissions per ton carried are far lower than with diesel trucks. The ability of the state's freight railroads to deliver these benefits depends on fluid traffic conditions on the railroads' mainlines.

By 2040, the state's freight railroad loads will have increased by 38 percent, compared to 2013. Investments to address bottlenecks, improve operations, and increase capacity throughout the network will reduce congestion and delays. In turn, an improved freight rail network will help shift goods movement away from congested roadways, which have a limited ability to expand. BNSF's 2016 capital plan called for $4.3 billion in improvements systemwide, of which $180 million would be allocated to California. Similarly, Union Pacific Railroad's (UPRR) projected capital plan of $3.75 billion system-wide included $121.6 million of track improvements, signal system enhancements, and bridge infrastructure in California.

**5. Southern California Association of Governments 2020-2045 Regional Transportation/Sustainable Communities Strategy (Connect SoCal)**

SCAG is a metropolitan planning organization that represents six counties and 191 cities in Southern California. The SCAG's 2020-2045 RTP/SCS, titled *Connect SoCal* was adopted on September 3, 2020, and includes the proposed Project (RIV141203). Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, planning strategies, and the people whose collaboration can improve the quality of life for Southern Californians.

**6. County of Riverside General Plan 2020 Circulation Element/Passenger Rail**

The passenger rail system within Riverside County is vital to the mobility of the region. This system provides movement for people within and outside of Riverside County's jurisdiction. Riverside County will continue to support operation of passenger and freight rail systems that offer efficient, safe, convenient, and economical transport of Riverside County residents and commodities.

The Metrolink system provides commuter rail service from Riverside to Los Angeles and Orange County with stops at destinations in between. One route also connects Riverside to San Bernardino. Metrolink generally runs two routes from Riverside to Los Angeles: Riverside Line and 91 Line. The Inland Empire-Orange County Line is the Metrolink route that connects Riverside to Orange County. These three Metrolink Lines had a ridership total of approximately 2.9 million passengers between July 2010 and June 2011. Metrolink currently has multiple stations located in Riverside County including: Pedley Station, Riverside-Downtown Station, Riverside-La Sierra Station, North Main Corona Station, and West Corona Station. Metrolink commuter rail service was extended by the construction of the Perris Valley Line (PVL). PVL is a 24-mile extension that will connect the Downtown Riverside Metrolink Station with a new South Perris station. The long-term vision for passenger rail service calls for an extension from the South Perris station, along the San Jacinto branch line to the City of Hemet. Policy C 13.2 supports continued improvements to AMTRAK and Metrolink rail passenger service within Riverside County and throughout the southern California region.

### 7. City of Riverside Climate Action Plan (2016)

The City of Riverside (City) has progressively demonstrated its commitment to taking action on the pressing issue of climate change, reducing GHG emissions, and supporting the transition to a low-carbon economy. It is the City's view that actions to reduce GHG emissions represent opportunities to inspire economic development through investment in urban development, infrastructure, mobility systems, and entrepreneurship and include the following transportation policy goal:

Transportation and land use measures will reduce single-occupancy vehicle travel, increase non-motorized travel, improve public transit access, increase motor vehicle efficiency, encourage alternative fuel vehicles, and promote sustainable growth patterns.

### 8. City of Riverside Master Bicycle Plan (2007)

The following set of goals, objectives and policies cover bicycle facility development, bicycle education and encouragement, system maintenance, and regional connections. Goals and applicable policies are shown below.

- Goal 2: Plan for the needs of bicyclists
  - Policy 2.1: Design all street improvement projects in a comprehensive fashion to include consideration of street trees, pedestrian walkways, bicycle lanes, equestrian pathways, signing, lighting, noise, and air quality wherever any of these factors are applicable. (Policy CCM-2.9)
- Goal 3: Eliminate Barriers to Bicycling
  - Policy 3.1: Minimize disruption to bicycle facilities during capital improvement and private development construction as well as maintenance activities to facilitate bicyclist safety at all times and provide alternate routes if required.
- Goal 5: Preserve and Sustain Existing Bicycle Infrastructure

### 9. Western Riverside Active Transportation Plan (2018)

Goals were formulated to align with state and federal vehicle miles traveled (VMT) reduction efforts, the WRCOG Sustainability Framework, as well as GHG reduction objectives are outlined in Riverside County's Climate Action Plan.

The five goals to guide active transportation planning in Western Riverside are:

1. Establish a "regional network of bicycle and pedestrian facilities through prioritization of local projects" to maximize regional mobility as stated in the Sustainability Framework.
2. Enhance safety, remove barriers to access, and correct unsafe conditions in areas of traffic and bicycle/ pedestrian activity.
3. Provide active transportation modes as affordable options to reduce criteria pollutants, GHG emissions, and VMT.
4. Address public health through design and infrastructure that encourages residents to use active transportation as a way to integrate physical activity into their daily lives and improve future air quality.
5. Foster healthy, equitable, and economically vibrant communities where all residents have greater transportation choices and access to key destinations, such as jobs, medical facilities, schools, and recreation through cohesive land use and transportation decisions.

Though these goals were developed to specifically relate to active transportation, many of the goals are multi-modal in nature and other co-benefits for all users of the various transportation systems.

### 10. City of Riverside General Plan 2025

The City of Riverside General Plan 2025 is a strategic, long-range plan guiding growth to 2025. The General Plan reflects the views of residents that shared their ideas for the future of Riverside and provided input on key land use, social, economic, environmental, and cultural issues. The General Plan provides the direction to create a sustainable, resilient, and livable Riverside and guides decisions and actions, strategic planning, development of projects and a means to achieve the City of Riverside's vision.

The City of Riverside General Plan 2025 identifies the city's 28 neighborhoods as the fundamental building blocks within the city and places a high priority on their protection and enhancement. To accomplish this, the General Plan Land Use and Urban Design Element includes a Neighborhood Plan for each of the neighborhoods. The Neighborhood Plans are intended to provide more detailed objectives, policies, tools, and concepts for each neighborhood. The proposed Project is within the Eastside Neighborhood planning area. The intent of the Eastside Neighborhood Plan is to provide a blueprint to enhance and improve the quality of life in Riverside's Eastside Neighborhood. Table 3-4 summarizes the applicable policies from the City of Riverside General Plan 2025, and the Eastside Neighborhood Plan relevant to the proposed Project.

**Table 3-4. City of Riverside General Plan Applicable Policies**

| Policy | Policy Text |
|---|---|
| **Arts and Cultural** | |
| AC-4.20 | Use art in public places, in coordination with landscaping, lighting, paving and signage, at City of Riverside's regional and local gateways, freeway corridors and Metrolink stations to strengthen Riverside's identity as a cultural and arts center for regional visitors. |
| AC-4.12 | Encourage the preservation and rehabilitation of existing cultural facilities in Riverside, such as the Fox Theater. |
| **Public Safety** | |
| PS-3.4 | Reduce the risks associated with ground transportation hazards, where feasible. |
| PS-4.8 | Pursue grade-separated rail crossings as the first level priority for reducing street and rail conflicts. |
| PS-4.10 | Use technology to improve safety at grade crossings that cause the least environmental harm, including Quiet Zone improvements such as upgraded and updated warning devices, additional gate arms, extended and raised medians, improved signage, and coordinated traffic signals. |
| PS-5.1 | Enhance and maintain pedestrian safety through the inclusion of well-designed streets, sidewalks, crosswalks, traffic control devices, and school routes throughout the city. Reasonable means of pedestrian accessibility will be an important consideration in the approval of new development. |
| PS-5.4 | Require that new development provides adequate safety lighting in pedestrian areas and parking lots. |
| PS-10.4 | Continue to ensure that each development or neighborhood in the city has adequate emergency ingress and egress, and review neighborhood access needs to solve problems, if possible. |
| **Eastside Neighborhood Plan** | |
| ENP 8.1.4 | Encourage new development that promotes pedestrian access through design and orientation. |
| ENP 8.2.6 | Work with RCTC to explore expansion of the number of Metrolink trips, particularly on weekends. |

*Source: City of Riverside General Plan, 2007 (Amended 2019)*

### 11. Marketplace District Vision Plan

The Marketplace District Vision Plan (Vision Plan) was adopted in 2019 by SCAG as part of their High Quality Transit Area (HQTA) Analysis. According to SCAG, an HQTA is an area within easy walking distance to current or anticipated transit service with 15-minute headways or better service. The HQTA Analysis program was created to help implement the goals and objectives of the 2016 RTP/SCS. The 2016 RTP/SCS forecasts that 46 percent of future household growth will be within HQTAs. The Riverside Marketplace was identified as a HQTA by SCAG.

### 12. Riverside Marketplace Specific Plan

The Riverside Marketplace Specific Plan establishes development standards for the plan area in order to implement the City of Riverside's General Plan with the stated purpose to:

- Create incentives to redevelop the Riverside Marketplace area.
- Preserve and enhance historic buildings and elements, especially along Seventh Street.
- Beautify the entrances to Downtown and University Avenue.
- Provide additional commerce and employment opportunity for the Eastside community.
- Complement the redevelopment efforts occurring within the Downtown area.

The Riverside Marketplace Specific Plan area is generally bounded by the SR 91 freeway to the west, 14th Street to the south, Park Avenue to the east and 3rd Street to the north. Within this specific plan area, The City of Riverside has adopted eight sub-area plans with specific goals, objectives, and land uses. The project site is entirely located within Marketplace Industrial Park sub-area.

## 3.2.2. Environmental Consequences

This section evaluates the consistency of the No Build Alternative and Build Alternative with the adopted goals, policies, or objectives of relevant local and regional planning documents described above. Unless otherwise noted, the consistency analysis for the Build Alternative includes evaluation for all design options. Table 3-4 and Table 3-5 provide the consistency analysis for applicable regional and local policies, objectives, and goals.

### SCAG 2020-2045 RTP/SCS CONNECT SOCAL

The SCAG RTP/SCS Connect SoCal focuses on land use and transportation strategies to increase mobility options to achieve sustainable growth by making connections between transportation networks and planning strategies. This regional plan provides the framework to implement transportation projects in a coordinated manner and outlines how the region can achieve California's GHG emission reduction goals and federal Clean Air Act requirements.

#### No Build Alternative

Under this alternative no improvements would be made to the Riverside-Downtown Station and train operations would continue to experience delays because of the limited rail infrastructure to accommodate current and future passenger and freight train traffic. Without the construction of the station improvements, trains would queue approaching the station and affect inbound and outbound trip reliability. The No Build Alternative would not support SCAG's sustainable mobility growth strategies. Table 3-4 provides the No Build Alternative consistency analysis with the SCAG 2020-2045 RTP/SCS (Connect SoCal).

#### Build Alternative

The proposed Project and all design options would enhance a regional Metrolink hub and promote mass transit use. The project would be consistent with SCAG regional goals because it would enhance accessibility to the station through the construction of a new platform, pedestrian access, and expansion of the parking lot. In addition, construction of the additional tracks would enhance train service by reducing delays and facilitate additional train service in the future to connect users to key regional transportation connectors, while reducing auto trips, vehicle miles traveled, and air emissions, thereby improving air quality, reducing GHG emissions, and promoting energy efficiency. Table 3-5 provides the proposed Project's consistency with the SCAG 2020-2045 RTP/SCS (Connect SoCal).

**Table 3-5. Consistency with SCAG 2020-2045 RTP/SCS Connect SoCal**

| Policy/Objective/Goal | Project Consistent with Plan, Policy, Objective, or Goal? | | Consistency Analysis |
|---|---|---|---|
| | No Build Alternative | Build Alternative | |
| Encourage regional economic prosperity and global competitiveness | Inconsistent | Consistent | **No Build Alternative**<br>Without the construction of the layover tracks, delays associated with train traffic would impede efficient regional freight movement and would not support regional economic prosperity.<br>**Build Alternative**<br>Construction of additional layover tracks would reduce delays associated with train traffic and enhance regional movement of freight. Reduction in delays due to train idling supports regional prosperity as movement of goods efficiently reach their destination. |
| Improve mobility, accessibility, reliability, and travel safety for people and goods | Inconsistent | Consistent | **No Build Alternative**<br>Under the No Build Alternative, the existing station configuration would continue to operate. The limitation of the current rail infrastructure between Riverside-Downtown and Perris-South creates blockages on the BNSF mainline and results in train service and freight train delays with existing train traffic. Increases in train traffic in the future would worsen train delays. Mobility and reliability of Metrolink service through the station and movement of goods would not improve. |

| Policy/Objective/Goal | Project Consistent with Plan, Policy, Objective, or Goal? | | Consistency Analysis |
|---|---|---|---|
| | No Build Alternative | Build Alternative | |
| Improve mobility, accessibility, reliability, and travel safety for people and goods (continued) | Inconsistent | Consistent | **Build Alternative**<br>Improvements at the Riverside-Downtown Station include additional loading platforms, extension of the pedestrian bridge (Pedestrian Overpass Access Design Option 1), pedestrian access enhancements (ADA-compliant) and parking/circulation improvements – all of which are features to improve accessibility to the station. Moreover, other features of the project include the construction of additional tracks and modification of the railroad signal system; these improvements would increase trip reliability and mobility of people and goods. |
| Enhance the preservation, security, and resilience of the regional transportation system | Inconsistent | Consistent | **No Build Alternative**<br>Under this alternative, no improvements would be implemented and would not enhance the preservation, security, and resilience of the regional transportation system.<br>**Build Alternative**<br>The Riverside-Downtown Station is a major regional transportation hub as it serves three existing Metrolink lines (Riverside, 91/PV, and IEOC). The Build Alternative would construct station improvements that would address existing and future deficiencies that would provide the public a reliable mode of regional transportation. These improvements would enhance the resiliency of the regional transportation system by providing reliable trips and accommodate additional train service to and from various Metrolink lines. |
| Increase person and goods movement and travel choices within the transportation system | Inconsistent | Consistent | **No Build Alternative**<br>Without the construction of the layover tracks, existing and future train traffic at the station would worsen and would not facilitate increases in person and goods movement. |
| Increase person and goods movement and travel choices within the transportation system (continued) | Inconsistent | Consistent | **Build Alternative**<br>Construction of station improvements such as the additional passenger platform and expanded parking lot would promote mass transit ridership through enhancement of accessibility to the station and accommodate the increase in additional train service at the station. The construction of additional layover tracks would reduce train traffic and enhance regional movement of passenger and freight. |
| Reduce GHG emissions and improve air quality | Consistent | Consistent | **No Build Alternative**<br>The Riverside-Downtown Station is a mass transit hub. As train service continues to operate and transport people to and from their destination, reduction in GHG emissions and improvements in air quality would occur as a result of the reduction of emissions associated with single-passenger automobile trips within the regional roadway network.<br>**Build Alternative**<br>The Riverside-Downtown Station is a mass transit hub. As train service continues to operate and transport people to and from their destination, reduction in GHG emissions and improvements in air quality would occur as a result of the reduction of emissions associated with single-passenger automobile trips within the regional roadway network. Access improvements at the station and additional tracks to accommodate additional train serve and enhance trip reliability are anticipated to encourage transit ridership, which could result in further reduction in single-passenger automobile trips and its associated emissions. Compared to the No Build Alternative, the proposed Project would further reduce GHG and improve air quality. |

| Policy/Objective/Goal | Project Consistent with Plan, Policy, Objective, or Goal? | | Consistency Analysis |
|---|---|---|---|
| | No Build Alternative | Build Alternative | |
| Support healthy and equitable communities | Consistent | Consistent | **No Build Alternative**<br>The Riverside-Downtown Station serves several communities within Riverside including low-income and minority populations. Mass transit options reduce automobile use and associated emissions.<br>**Build Alternative**<br>The Riverside-Downtown Station serves several communities within Riverside including low-income and minority populations. Mass transit reduces automobile use and associated emissions. It is anticipated that the station improvements would encourage transit ridership and *further* reduce single-occupancy automobile use and associated emissions compared to the No Build Alternative. |
| Adapt to a changing climate and support an integrated regional development pattern and transportation network | Consistent | Consistent | **No Build Alternative**<br>Mass transit reduces automobile commuter trips and associated emissions that contribute to climate change. The Riverside-Downtown Station is an integral component of the Metrolink network which serves three existing Metrolink lines (Riverside, 91/PV, and IEOC). |
| Adapt to a changing climate and support an integrated regional development pattern and transportation network (continued) | Consistent | Consistent | **Build Alternative**<br>Mass transit reduces automobile commuter trips and associated emissions that contribute to climate change. The Riverside-Downtown Station is an integral component of the Metrolink network which serves three existing Metrolink lines (Riverside, 91/PV Line, and IEOC). The proposed improvements would *further* reduce train delays and accommodate future additional train services to all three Metrolink lines. Accessibility improvements would support continuing efforts of SCAG and the City of Riverside to promote and develop the general area near the station as a High Quality Transit Area - an area within easy walking distance to current or anticipated transit service with 15-minute headways or better service. |

## CITY OF RIVERSIDE GENERAL PLAN 2025

Riverside's General Plan is a planning document to guide decisions and actions as well as a strategic plan to achieve objectives and policies, development guidance for projects, and the framework to achieve the City of Riverside's vision. As part of the General Plan, the proposed Project is within the Eastside Neighborhood planning area. The Eastside Neighborhood Plan is a blueprint to enhance and improve the quality of life in Riverside's Eastside Neighborhood. The consistency analysis between the proposed Project (and all design options) and the Riverside General Plan and Eastside Community Plan for the No Build and Build Alternative is provided in Table 3-5.

### No Build Alternative

Under this alternative no improvements would be made to the Riverside-Downtown Station. As the proposed Project would not be built, the site would continue to serve its existing uses. In addition, the No build Alternative would not enhance access to the station and construct pedestrian facilities within the project site. Currently on the project site, two existing residential properties at the intersection of Howard Avenue and 12th Street and two existing multi-family units located along 9th Street would remain inconsistent with the City of Riverside's land use plan as these residential properties are located in an area designated for industrial uses. Under the No Build Alternative, these uses would remain inconsistent with future planned land use.

### Build Alternative

The City of Riverside's General Plan and Eastside Neighborhood Plan include policies specifically for Metrolink stations. These policies state the use of art in Metrolink Stations to strengthen Riverside's identity as a cultural and arts center (AC-4.20); pursue development on land owned by RCTC at the Metrolink site (ENP 4.1.2), and to expand Metrolink trips (ENP 8.2.6). The proposed Project is consistent with these Metrolink-specific polices.

Other Riverside General Plan policies support expansion of public transit, access enhancement to public services and facilities, improving pedestrian connectivity, public safety, connectivity to parks and recreation facilities, and land use compatibility - the Build Alternative and design options are generally consistent with these policies.

### *Property Acquisitions and Land Use Conversion*

While some design options would acquire property currently used as residences, these properties are inconsistent with the current industrial and commercial land use designations. The City of Riverside General Plan contains several provisions to protect designated residential land use from encroachment and conversion to other uses; however, the proposed acquisitions would not conflict with the General Plan, as previously discussed in Section 3.2.1.

Other property acquisitions include the Prism Aerospace commercial parcel where the former Food Machinery Corporation (FMC) processed citrus and previously manufactured World War II-era vehicles. The current building on this parcel is considered a historic resource. The General Plan encourages the preservation and rehabilitation of existing cultural facilities in Riverside (AC-4.12). For the Build Alternative and all design options, there would be an adverse effect to a historic resource as the Project would require the removal of historic structures on the Prism Aerospace commercial parcel. Hence, the Build Alterative would be inconsistent with AC-4.1.2.

### *Pedestrian Access*

The proposed improvements would not hinder pedestrian access or decrease existing pedestrian access to the site. Pedestrian Overpass Access Design Option 1 would be consistent with PS-4.8 and ENP 8.1.4, as it would create a grade separated pedestrian crossing of the railroad tracks. This would decrease potential conflict at the railroad crossing and further enhance pedestrian access to the station.

The consistency analysis between the proposed Project (and all design options) and the Riverside General Plan and Eastside Community Plan for the Build Alternative is provided in Table 3-6.

**Table 3-6. Consistency with Riverside General Plan Applicable Policies**

| Policy/Objective/Goal | Project Consistent with Plan, Policy, Objective, or Goal? | | Consistency Analysis |
|---|---|---|---|
| | No Build Alternative | Build Alternative | |
| **Arts and Cultural** | | | |
| AC-4.20: Use art in public places, in coordination with landscaping, lighting, paving and signage, at the city's regional and local gateways, freeway corridors and Metrolink Stations to strengthen Riverside's identity as a cultural and arts center for regional visitors. | Consistent | Consistent | **No Build Alternative**<br>The Riverside-Downtown Station would be maintained at its current condition that includes the stations' iconic pedestrian bridge and aesthetic brick architectural elements reminiscent of the area's industrial lineage. |
| AC-4.20: Use art in public places, in coordination with landscaping, lighting, paving and signage, at the city's regional and local gateways, freeway corridors and Metrolink Stations to strengthen Riverside's identity as a cultural and arts center for regional visitors (continued). | Consistent | Consistent | **Build Alternative**<br>Under the Build Alternative and all design options, the proposed Project would incorporate the existing architectural and cultural-defining elements to the proposed station improvements to the greatest extent feasible. RCTC will coordinate with the city to define art and cultural elements appropriate for the station. |
| AC-4.12: Encourage the preservation and rehabilitation of existing cultural facilities in Riverside, such as the Fox Theater. | Consistent | Inconsistent | **No Build Alternative**<br>The Riverside-Downtown Station would be maintained at its current condition and would not affect any existing cultural or historic resource.<br>**Build Alternative**<br>Under the Build Alternative and all design options, the historic FMC complex located east of the station and along Howard Avenue would be removed which would reduce the number of the city's existing cultural facilities. |

| Policy/Objective/Goal | Project Consistent with Plan, Policy, Objective, or Goal? | | Consistency Analysis |
|---|---|---|---|
| | No Build Alternative | Build Alternative | |
| **Public Safety** | | | |
| PS-3.4: Reduce the risks associated with ground transportation hazards, where feasible. | Consistent | Consistent | **No Build Alternative**<br>The existing Riverside-Downtown Station is currently designed to reduce risks associated with ground transportation hazards.<br>**Build Alternative**<br>Under the Build Alternative, RCTC will construct station improvements in accordance to the latest standards, guidelines, and applicable codes from SCRRA, BNSF, ADA, AREMA, FRA, and CPUC to reduce risks associated with ground transportation hazards. The proposed extension of the existing pedestrian overpass would reduce risks associated with ground transportation hazards at the station. |
| PS-4.8: Pursue grade-separated rail crossings as the first level priority for reducing street/rail conflicts. | Consistent | Consistent | **No Build Alternative and Build Alternative**<br>The existing station track configuration within the vicinity of the project site are grade-separated. To the north of the site, University Avenue is grade-separated while to the south, 14th Street is grade separated. Other east-west local streets between University Avenue and 14th Street terminate before the BNSF railroad and fenced-off to prohibit crossing the rail line. A pedestrian bridge is provided at the station to ensure safe crossing across the rail tracks.<br>Under the Build Alternative, Pedestrian Overpass Access Design Option 1, the pedestrian bridge would be extended between the existing station loading platform to the new platform and expanded parking lot to the east and would include safety enhancements to existing facilities such as proper channelization, automated gates, and flashers. |
| PS-4.10: Use technology to improve safety at grade crossings that cause the least environmental harm including Quiet Zone improvements such as upgraded and updated warning devices, additional gate arms, extended and raised medians, improved signage, and coordinated traffic signals. | Consistent | Consistent | **No Build Alternative**<br>The existing Riverside-Downtown Station is currently equipped with railroad signal system, gate arms, signage and coordinated traffic signals within the vicinity of the station. |
| PS-4.10: Use technology to improve safety at grade crossings that cause the least environmental harm including Quiet Zone improvements such as upgraded and updated warning devices, additional gate arms, extended and raised medians, improved signage, and coordinated traffic signals (continued). | Consistent | Consistent | **Build Alternative**<br>In addition to the existing grade crossing safety features, proposed improvements would include modification of the railroad signal system to minimize potential conflicts. Station improvements would include pedestrian at-grade access from the proposed surface parking lot on the east side of proposed station improvements to Platforms 2 and 3 through an extension of the existing pedestrian at-grade crossing on the north end of the platforms and a new pedestrian at-grade rail crossing on the south end of the platforms. The pedestrian at-grade crossings would include safety enhancements such as proper channelization, automated gates, and flashers. |

| Policy/Objective/Goal | Project Consistent with Plan, Policy, Objective, or Goal? | | Consistency Analysis |
|---|---|---|---|
| | No Build Alternative | Build Alternative | |
| PS-5.1: Enhance and maintain pedestrian safety through the inclusion of well-designed streets, sidewalks, crosswalks, traffic control devices and school routes throughout the City of Riverside. Reasonable means of pedestrian accessibility shall be an important consideration in the approval of new development. | Consistent | Consistent | **No Build Alternative**<br>The existing Riverside-Downtown Station is currently designed with pedestrian facilities which include sidewalks, crosswalks, and traffic control devices within and adjacent to the station.<br>**Build Alternative**<br>Pedestrian facilities would be constructed within the expanded area of the station and along Howard Avenue. Sidewalk improvements along Howard Avenue would be constructed to enhance accessibility to the east of the station. |
| PS-5.4: Require that new development provide adequate safety lighting in pedestrian areas and parking lots. | Consistent | Consistent | **No Build Alternative**<br>The existing Riverside-Downtown Station is currently equipped with lighting within pedestrian areas and parking lots. |
| PS-5.4: Require that new development provide adequate safety lighting in pedestrian areas and parking lots (continued). | Consistent | Consistent | **Build Alternative**<br>The proposed parking lot expansion to the east of the station under all parking lot design options would incorporate lighting. Sidewalk improvements would include lighting near the station. |
| PS-10.4: Continue to ensure that each development or neighborhood in the city has adequate emergency ingress and egress, and review neighborhood access needs to solve problems, if possible. | Consistent | Consistent | **No Build Alternative**<br>As currently designed, the Riverside-Downtown Station provides emergency ingress and egress access within the Vine Street parking lot.<br>Build Alternative<br>Under the Build Alternative and all design options, emergency ingress and egress access would be provided. |
| **Eastside Neighborhood Plan** | | | |
| ENP 4.1.2: Work with RCTC to pursue development opportunities on land owned by RCTC in the Marketplace area, including the Metrolink station site. | Consistent | Consistent | **No Build Alternative**<br>RCTC and partner agency stakeholders currently operate the Riverside-Downtown Station.<br>**Build Alternative**<br>The proposed Project is one such development opportunity being developed in collaboration with the City of Riverside. This project aims to utilize land owned by RCTC to improve the station. |
| ENP 8.2.6: Work with RCTC to explore expansion of the number of Metrolink trips, particularly on weekends. | Inconsistent | Consistent | **No Build Alternative**<br>RCTC and Metrolink have expanded train service with the opening of the PVL in 2016 and increased the number of Metrolink trips through the Riverside-Downtown Station. Between 2022 and 2025, the number of trips is expected to increase from 29 to 49 weekday trains (PV and IEOC). However, the future increase in train trips in conjunction with freight traffic would strain the existing rail infrastructure and would result in service delays.<br>**Build Alternative**<br>The number of Metrolink trips expected in the future would be similar to the No Build Alternative. The Build Alternative accommodates the increase in Metrolink train service through the construction of additional tracks and loading platforms at the station. |

## RIVERSIDE MARKETPLACE DISTRICT VISION PLAN

The Vision Plan builds on the historic assets, transportation amenities, and unique character of the Marketplace District and Eastside community, which are the main attributes that made these Riverside sub-areas a prime candidate for the HQTA Analysis program. This program was created by SCAG in 2017 to help implement the goals and objectives of the RTP/SCS. HQTAs are areas within walking distance to transit service with 15-minute headways or better service. The goal of the Vision Plan is to ensure the appropriate balance of neighborhood preservation, environmental sustainability, and promote walking, biking, and the use of transit. The proposed Project (and all design options) has been evaluated for consistency with related goals as summarized in Table 3-6.

### No Build Alternative

The Riverside-Downtown Station is the core foundation of the Marketplace District Vision Plan as it is a major transit hub in Riverside facilitating regional transit service by Amtrak and three Metrolink lines (PV, Riverside, and IEOC) that pass through the station. In addition to regional train service, the station is a connection point for several RTA bus and Commuter Link Express routes. The location of the existing station is within walking distance to several key land use elements to create a transit-oriented development district – commercial/industrial redevelopment opportunities, single and multi-family residential units, and community facilities. Although no improvements would be made to the station under the No Build Alternative, the Riverside-Downtown Station would continue to serve its existing uses as a transit hub, which is consistent with the goals of the Marketplace District Vision Plan.

### Build Alternative

As mentioned under the No Build Alternative above, the Riverside-Downtown Station is a key element of the Marketplace District Vision Plan. Access improvements to the east side of the station would provide greater accessibility closer to the large concentration of residential areas in the Eastside neighborhood, which would make access to the station more convenient and encourage people to use transit. The proposed parking lot expansion would encourage automobile commuters to use transit as more stalls are available at the station. The construction of a new loading platform and tracks at the station would reduce existing and future delays due to train traffic and increase trip reliability and accommodate additional Metrolink trips.

Proposed station improvements would promote and encourage transit use and could increase ridership to foster public and private interest in the creation of a TOD district. The Build Alternative is consistent with the Marketplace District Vision Plan as summarized in Table 3-7.

**Table 3-7. Consistency with Marketplace District Vision Plan**

| Policy/Objective/Goal | Project Consistent with Plan, Policy, Objective, or Goal? | | Consistency Analysis |
|---|---|---|---|
| | No Build Alternative | Build Alternative | |
| Preserve and reinforce the unique industrial character that has defined the Marketplace District. | Consistent | Consistent | **No Build Alternative**<br>The existing Riverside-Downtown Station design incorporates the unique industrial theme of the Marketplace District with the incorporation of brick exterior finishes and the iconic design of the existing pedestrian bridge.<br>**Build Alternative**<br>Under the Build Alternative and all design options, the proposed Project would incorporate the existing industrial theme to the proposed station improvements to the greatest extent feasible. RCTC will coordinate with the city to define specific industrial elements appropriate for the station. |
| Promote an environmentally sustainable transit-oriented development district that can become a laboratory for new technologies and best practices. | Consistent | Consistent | **No Build Alternative**<br>The existing Riverside-Downtown Station is the core foundation of a transit-oriented development; the station is a major transit hub in the City of Riverside where the TOD district would be established around the area of the existing station. |

| Policy/Objective/Goal | Project Consistent with Plan, Policy, Objective, or Goal? | | Consistency Analysis |
|---|---|---|---|
| | No Build Alternative | Build Alternative | |
| Promote an environmentally sustainable transit-oriented development district that can become a laboratory for new technologies and best practices (continued). | Consistent | Consistent | **Build Alternative**<br>Station improvements would support the creation of the TOD district through the enhancement of transit service; trip reliability and additional Metrolink trips could increase ridership and foster public and private interest in the creation of a TOD district; as planned increases in train service continue in the near future, the station needs to maintain efficient transit operations to ensure the viability of the core foundation of the TOD district – the Riverside-Downtown Station. |

### RIVERSIDE MARKETPLACE SPECIFIC PLAN.

The Riverside Marketplace Specific Plan (City of Riverside, 2004) establishes development standards for the 200-acre plan area to implement the City of Riverside's General Plan. The city aims to attract development to revitalize, complement and enhance the plan area while incorporating key elements of the area's historic context and its development potential. The overall concept behind the land use selection within the plan area is to promote mixed-use development to create a pedestrian friendly community as opposed to aggregating similar individual land use patterns that promote dependence on automobiles.

The proposed Project (and all design options) has been evaluated for consistency with the Riverside Marketplace Specific Plan and the Marketplace Industrial Park sub-area as summarized in Table 3-8.

#### No Build Alternative

Under the No Build Alternative, the station would continue to provide regional transit service to several Riverside communities. The existing Riverside-Downtown Station is consistent with Riverside Marketplace Specific Plan land use designations, goals, and policies.

#### Build Alternative

The Build Alternative and all design options are consistent with Riverside Marketplace Specific Plan circulation goals. Proposed land use changes of converting existing residential and industrial properties to transportation uses are permitted uses per the Marketplace Industrial Park sub-area.

**Table 3-8. Consistency with Riverside Marketplace Specific Plan**

| Policy/Objective/Goal | Project Consistent with Plan, Policy, Objective, or Goal? | | Consistency Analysis |
|---|---|---|---|
| | No Build Alternative | Build Alternative | |
| **Circulation** | | | |
| Encourage a public transportation system between the Marketplace Specific Plan area, University, and the Downtown. | Inconsistent | Consistent | **No Build Alternative**<br>Under the No Build Alternative, there would be no improvements to the public transportation system between the Marketplace Specific Plan area, University, and the Downtown.<br>**Build Alternative**<br>The Build Alternative and all design options would enhance the public transportation system between the Marketplace Specific Plan area, University, and the Downtown by improving transit service and trip reliability and would accommodate planned increases in train service. |
| Plan for the eventual widening of the Riverside Freeway. | Consistent | Consistent | **No Build Alternative and Build Alternative**<br>The project site is parallel with the SR 91 freeway and two existing interchanges at University Avenue and 14th Street. Although the distance to the freeway is relatively close to the existing train station, it is not directly adjacent to the freeway and would not hinder the widening of the SR 91. |

## STATE, REGIONAL, LOCAL TRANSPORTATION, CLIMATE, BICYCLE, AND ACTIVE TRANSPORTATION PLANS

### RCTC Short Range Transportation Plan 2020

The Short-Range Transit Plan (SRTP) focuses on the regional transit programs administered by the Commission, which includes commuter rail service operated by the Southern California Regional Rail Authority (SCRRA) better known as Metrolink, both of which span the Western Riverside County area. The SRTP serves as the blueprint for the service improvement plan and capital priorities for the next five years.

### Metrolink Strategic Business Plan 2021

Successful delivery of capacity and service investments at the Riverside-Downtown Station is a crucial element of the Metrolink 2021 Strategic Business Plan; investments would improve reliability and customer experience by doubling capacity (adding new platforms, tracks, and parking) for train service needs due to projected growth

### RTA Vine Street Mobility Hub Conceptual Plan 2020

Vine Street has been identified as the preferred location for a new mobility hub due to its proximity to the Metrolink station, major employment centers, county, and city government centers, UCR, RCC, Riverside Convention Center, multiple entertainment venues, and urban housing complexes within the downtown core area. The mobility hub will function as a multi-modal transportation hub that supports connectivity and expands transportation.

### County of Riverside General Plan (2020)

The passenger rail system within Riverside County is vital to the mobility of the region. This system provides movement for people within and outside of Riverside County's jurisdiction. Riverside County will continue to support operation of passenger and freight rail systems that offer efficient, safe, convenient, and economical transport of Riverside County residents and commodities.

### State Rail Plan (2018))

By 2040, the state's freight railroad loads will have increased by 38 percent, compared to 2013. Investments to address bottlenecks, improve operations, and increase capacity throughout the network will reduce congestion and delays. In turn, an improved freight rail network will help shift goods movement away from congested roadways, which have a limited ability to expand.

### City of Riverside Climate Action Plan (2016)

The City of Riverside (City) has progressively demonstrated its commitment to taking action on the pressing issue of climate change, reducing GHG emissions, and supporting the transition to a low-carbon economy. It is the City's view that actions to reduce GHG emissions represent opportunities to inspire economic development through investment in urban development, infrastructure, mobility systems, and entrepreneurship and include the following transportation policy goal:

Transportation and land use measures will reduce single-occupancy vehicle travel, increase non-motorized travel, improve public transit access, increase motor vehicle efficiency, encourage alternative fuel vehicles, and promote sustainable growth patterns.

### City of Riverside Master Bicycle Plan (2007)

The following set of goals, objectives and policies cover bicycle facility development, bicycle education and encouragement, system maintenance, and regional connections. Goals and applicable policies are shown below.

- Goal 2: Plan for the needs of bicyclists
  - Policy 2.1: Design all street improvement projects in a comprehensive fashion to include consideration of street trees, pedestrian walkways, bicycle lanes, equestrian pathways, signing, lighting, noise, and air quality wherever any of these factors are applicable. (Policy CCM-2.9)
- Goal 3: Eliminate Barriers to Bicycling
  - Policy 3.1: Minimize disruption to bicycle facilities during capital improvement and private development construction as well as maintenance activities to facilitate bicyclist safety at all times and provide alternate routes if required.
- Goal 5: Preserve and Sustain Existing Bicycle Infrastructure

## Western Riverside Active Transportation Plan (2018)

Goals were formulated to align with state and federal vehicle miles traveled (VMT) reduction efforts, the WRCOG Sustainability Framework, as well as GHG reduction objectives outlined in Riverside County's Climate Action Plan.

The No Build and Build Alternatives consistency with state, regional and local transportation, climate, bicycle, active transportation plans are discussed in Table 3.9.

**Table 3-9. Consistency with Transportation, Climate, Bicycle, and Active Transportation Plans**

| Policy/Objective/Goal | Project Consistent with Plan, Policy, Objective, or Goal? | | Consistency Analysis |
|---|---|---|---|
| | No Build Alternative | Build Alternative | |
| **RCTC Short Range Transit Plan**<br>Maintain existing transit infrastructure and use the existing transportation network more efficiently. | Inconsistent | Consistent | **No Build Alternative**<br>Under the No Build Alternative, the existing station configuration would continue to operate. The limitation of the current rail infrastructure between Riverside-Downtown and Perris-South creates blockages on the BNSF mainline and results in train service and freight train delays with existing train traffic. Increases in train traffic in the future would worsen train delays. Mobility and reliability of Metrolink service through the station and movement of goods would not improve.<br>**Build Alternative**<br>Improvements at the Riverside-Downtown Station include additional loading platforms, extension of the pedestrian bridge (Pedestrian Overpass Access Design Option 1), pedestrian access enhancements (ADA-compliant) and parking/circulation improvements – all of which are features to improve accessibility to the station. Moreover, other features of the project include the construction of additional tracks and modification of the railroad signal system; these improvements would increase trip reliability and mobility of people and goods. |
| **Metrolink Strategic Plan**<br>Improve reliability and customer experience by improving capacity and operations to meet train service needs | Inconsistent | Consistent | **No Build Alternative**<br>Under the No Build Alternative, the existing station configuration would continue to operate. The limitation of the current rail infrastructure between Riverside-Downtown and Perris-South creates blockages on the BNSF mainline and results in train service and freight train delays with existing train traffic. Increases in train traffic in the future would worsen train delays. Mobility and reliability of Metrolink service through the station and movement of goods would not improve.<br>**Build Alternative**<br>Improvements at the Riverside-Downtown Station include additional loading platforms, extension of the pedestrian bridge (Pedestrian Overpass Access Design Option 1), pedestrian access enhancements (ADA-compliant) and parking/circulation improvements – all of which are features to improve accessibility to the station. Moreover, other features of the project include the construction of additional tracks and modification of the railroad signal system; these improvements would increase trip reliability and mobility of people and goods. |

| Policy/Objective/Goal | Project Consistent with Plan, Policy, Objective, or Goal? | | Consistency Analysis |
|---|---|---|---|
| | No Build Alternative | Build Alternative | |
| **RTA Vine Street Mobility Hub Conceptual Plan (2020)**<br>New mobility hub to increase connectivity and multi-modal options at the Riverside-Downtown Station (RDS) | Inconsistent | Consistent | **No Build Alternative**<br>Under the No Build Alternative, the existing station configuration would continue to operate. The limitation of the current rail infrastructure between Riverside-Downtown and Perris-South creates blockages on the BNSF mainline and results in train service and freight train delays with existing train traffic. Increases in train traffic in the future would worsen train delays. Mobility and reliability of Metrolink service through the station and movement of goods would not improve.<br>**Build Alternative**<br>Improvements at the Riverside-Downtown Station include additional loading platforms, extension of the pedestrian bridge (Pedestrian Overpass Access Design Option 1), pedestrian access enhancements (ADA-compliant) and parking/circulation improvements – all of which are features to improve accessibility to the station. Improvements to the RDS will help support connectivity and transportation options in alignment with the Vine Street Mobility Hub. |
| **County of Riverside General Plan**<br>*Circulation/Passenger Rail*<br>Policy C 13.2 Support continued improvements to AMTRAK and Metrolink rail passenger service within Riverside County and throughout the southern California region. | Inconsistent | Consistent | **No Build Alternative**<br>The No Build Alternative would be inconsistent because it would not improve the station or Metrolink operations or service and it would not support improvements to the Metrolink passenger rail service within Riverside Count and the Southern California region.<br>**Build Alternative**<br>The Build Alternative is consistent because the proposed improvements at the station would improve operations, service and accessibility and support the continued improvements to Metrolink rail passenger service within Riverside County and the Southern California region. |
| **State Rail Plan (2018)**<br>Investments should be made to address bottlenecks, improve operations, and increase capacity throughout the network. | Inconsistent | Consistent | **No Build Alternative**<br>Under the No Build Alternative, the existing station configuration would continue to operate. The limitation of the current rail infrastructure between Riverside-Downtown and Perris-South creates blockages on the BNSF mainline and results in train service and freight train delays with existing train traffic. Increases in train traffic in the future would worsen train delays. Mobility and reliability of Metrolink service through the station and movement of goods would not improve.<br>**Build Alternative**<br>Improvements at the Riverside-Downtown Station include the construction of additional tracks and modification of the railroad signal system; these improvements would increase trip reliability and mobility of people and goods without impacting BNSF or UPRR mainline and Freight Operations. |
| **City of Riverside Climate Action Plan (2016)**<br>Transportation and land use measures will reduce single-occupancy vehicle travel, increase non-motorized travel, improve public transit access, increase motor vehicle efficiency, encourage alternative fuel vehicles, and promote sustainable growth patterns. | Inconsistent | Consistent | **No Build Alternative**<br>Under No Build conditions, single-use vehicles would continue to travel on congested freeways such as the SR 91 to access jobs, schools, recreation, and other key destinations.<br>**Build Alternative**<br>The proposed Project would be consistent with the goals to promote and support an efficient public multi-modal transportation network, encourage transit use, reduce GHG emissions, reduce single-occupancy vehicle travel, improve public transit access, and promote sustainable growth |

| Policy/Objective/Goal | Project Consistent with Plan, Policy, Objective, or Goal? | | Consistency Analysis |
|---|---|---|---|
| | No Build Alternative | Build Alternative | |
| **City of Riverside Master Bicycle Plan (2007)**<br>Design street improvements to include trees, pedestrian walkways, signing, lighting and minimize disruptions to bicycle facilities during capital improvement projects. | | | **No Build Alternative**<br>Under the No Build Alternative, the existing station configuration would continue to operate. Properties would continue to be without paved sidewalks located along residential homes on 12th Street, several residences along Howard Avenue, industrial building and vacant lots along Howard Avenue, and an industrial building along 10th Street<br>**Build Alternative**<br>Improvements at the Riverside-Downtown Station include additional loading platforms, extension of the pedestrian bridge (Pedestrian Overpass Access Design Option 1), pedestrian access enhancements (ADA-compliant) and parking/circulation improvements – all of which are features to improve accessibility to the station. Moreover, other features of the project include ADA-compliant sidewalks along 12th and Howard Avenue, new landscaping and trees, and lighting along 12th Street and Howard Avenue around the outer edges of the new parking lot. |
| **Western Riverside Active Transportation Plan (2018)**<br>*VMT reduction*<br>Foster healthy, equitable, and economically vibrant communities where all residents have greater transportation choices and access to key destinations, such as jobs, medical facilities, schools, and recreation through cohesive land use and transportation decisions. | Inconsistent | Consistent | **No Build Alternative**<br>Under No Build conditions, single-use vehicles would continue to travel on congested freeways such as the SR 91 to access jobs, schools, recreation, and other key destinations.<br>**Build Alternative**<br>The Project would improve regional and local connectivity and improve transit reliability, capacity, and service at the Riverside Downtown station and would improve operations for an alternative mode to single occupancy vehicle travel and result in a net decrease in emissions compared to existing conditions due to the reduction in regional VMT. |

### 3.2.3. Avoidance, Minimization, and/or Mitigation Measures

The project is generally consistent with current and future planned local land uses as identified through the local government planning process. Mitigation measures to address Project related impacts to historic resources has been addressed in the Historic Resources Report (RCTC, 2021). As such, no avoidance, minimization, and mitigation measures for land use planning are proposed.

## 3.3. Parks and Recreation

### 3.3.1. Affected Environment

Several local parks and recreational facilities serve Riverside's Eastside community. Within the CIA study area there are three parks and a community center, including one park directly adjacent to the project boundaries. These parks are North Park, Lincoln Park, and Dario Vasquez Park and the community center is Lincoln Park Community Center. All parks and community centers within the CIA study area are illustrated on Figure 3-3.


**Figure 3-3. Parks and Recreational Facilities**

*Source: City of Riverside Park Boundaries (Open Data Version), 2017; U.S. Census Bureau, 2019*

Parks within the CIA study area provide the community with several amenities and recreational opportunities. The following discussion provides a description of the parks.

### LINCOLN PARK

Located adjacent to the project at the intersection of Howard Avenue and 12th Street at 4261 Park Avenue. This 3.26-acre neighborhood park provides basketball courts, fitness stations, playground, horseshoe pit, picnic tables, barbeque, and a community center. The Lincoln Park Community Center is a small facility utilized for after school programs, summer camps and classes. After-school camps for youth ages 5 to 12 years old include intramural sports, games, dance, cheer, homework assistance and computer activities.

### NORTH PARK

Located west of the BNSF railroad at the intersection of Vine Street and Mission Inn Avenue at 3172 Mission Avenue. This 1.26-acre special-use park is an open area landscaped park used for special events. There are no playgrounds, designated recreational areas, picnic shelters and benches on-site. The park provides on-site parking. Future upgrades to this park include the construction of a stage or area to create a music venue.

### DARIO VASQUEZ PARK

Located approximately 0.5 mile east of the project at the corner of 14th Street and Sedgwick Avenue at 2400 14th Street. This 1.36-acre neighborhood park provides recreational amenities that include basketball courts, picnic shelter, and playgrounds.

## 3.3.2. Environmental Consequences

### NO BUILD ALTERNATIVE

Under this alternative no improvements would be made to the Riverside-Downtown Station. As the proposed Project would not be built, there would be no impacts to parks or recreational facilities within the CIA study area.

### BUILD ALTERNATIVE

#### Temporary Impacts (Construction)

Temporary impacts at North Park and Dario Vasquez Park are not anticipated because of the location where construction activities and staging would occur; these two parks are approximately between 0.2 to 0.5-mile away from the project site.

Construction activities and potential road and lane closures would be contained within the immediate vicinity of the project site along Howard Avenue, Commerce Street, 9th Street, 10th Street, 11th Street and 12th Street.

The Build Alternatives and all design options would not result in any temporary physical ground disturbance including TCEs at Lincoln Park. Parking Design Options 1A, 2A, and 3A would require the demolition of buildings across the street diagonally from Lincoln Park, which could bring about the presence of construction equipment and construction activities within the area. Construction of the proposed Project may result in the temporary construction-related impacts such as air quality including dust, odors, and noise to Lincoln Park. In addition, temporary street and/or lane closures may occur along Howard Avenue and 12th Street adjacent to the park, however, access to the Lincoln Park would be maintained throughout construction and temporary road and/or lane closures will cease upon completion of the project.

Implementation of construction best management practices to minimize dust, odors, and noise would ensure that park activities and amenities would not be substantially affected. In addition, temporary, localized, site-specific disruptions to the local roadways serving Lincoln Park in the CIA study area would occur during various stages of construction. To avoid access related impacts to Lincoln Park, RCTC will coordinate with construction contractor and the City of Riverside to ensure that construction does not impede access to Lincoln Park. Therefore, activities and amenities at the park would not be impaired or result in a substantial impact during construction. Because all parks within the CIA study area would remain open and all activities and amenities would remain available to the public during construction, the proposed Project is not expected to increase the use of other neighborhood parks in the area during construction.

### Permanent Impacts (Operations)

Under the Build Alternative and all design options, all three parks within the project study would not result in any physical ground disturbance or alter any of the park's recreational activities, features, or attributes. In addition, the Build Alternative would not permanently alter access to the two parks adjacent to the project site, Lincoln Park and North Park. Dario Vasquez Park is 0.5-mile away from the project site and would not be affected by the proposed Project.

During operations of the project, noise levels are anticipated to increase due to the removal of the existing Prism Aerospace building which is shielding noise from Lincoln Park where active recreation occurs at the children's playground, which is an area that is not considered noise-sensitive. Therefore, substantial park-related impacts are not anticipated as a result of the Build Alternative and all design options.

The proposed Project and all the design options are intended to increase regional transit capacity and trip reliability by improving the Downtown-Riverside Station. Improvements to the station would not create additional residential units that would increase the neighborhood population and result in an increase in demand for recreational activities of other existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

## 3.3.3. Avoidance, Minimization, and/or Mitigation Measures

With the implementation of the following measures, impacts to parks and recreation are not anticipated.

REC-1: RCTC will coordinate with the construction contractor and the City of Riverside to ensure that access to Lincoln Park will be maintained throughout construction.

AQ-1: In accordance with South Coast Air Quality Management District (SCAQMD) Rule 403, fugitive dust emissions from the project site shall be controlled by regular watering or other dust preventive measures, as specified in SCAQMD Rule 403:

- Minimize land disturbed by clearing, grading, and earth moving, or excavation operations to prevent excessive amounts of dust.
- Provide an operational water truck on-site at all times; use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas; watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done.
- Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
- Securely cover trucks when hauling materials on or off-site.
- Stabilize the surface of dirt piles if not removed immediately.
- Limit vehicular paths and limit speeds to 15 miles per hour on unpaved surfaces and stabilize any temporary roads.
- Minimize unnecessary vehicular and machinery activities.
- Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- Revegetate or stabilize disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.

- These control techniques shall be included in project specifications and shall be implemented by the construction contractor.

NOI-1: A Construction Noise Management Plan.

- Noise levels from project-related construction activities shall not exceed the noise limits specified by Federal Transit Administration (FTA) when measured at the noise-sensitive land use. The following measures may be included as feasible to reduce construction noise:
- Construction equipment to be properly outfitted and maintained with manufacturer-recommended noise-reduction devices.
- Diesel equipment to be operated with closed engine doors and equipped with factory-recommended mufflers.
- Mobile or fixed "package" equipment (e.g., arc-welders and air compressors) to be equipped with shrouds and noise control features that are readily available for that type of equipment.
- Electrically powered equipment to be used instead of pneumatic or internal-combustion powered equipment, where feasible.
- Unnecessary idling of internal combustion engines (e.g., in excess of 5 minutes) to be prohibited.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas to be located as far as practicable from noise sensitive receptors.
- The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.
- No project-related public address or music system shall be audible at any adjacent sensitive receptor.
- Temporary sound barriers or sound blankets shall be installed between construction operations and adjacent noise-sensitive receptors. Due to equipment exhaust pipes being approximately 7 to 8 feet above ground, a sound wall at least 10 feet in height above grade may be utilized. To effectively reduce noise levels, the sound barrier shall be constructed of a material with a minimum weight of two pounds per square foot with no gaps or perforations and remain in place until the conclusion of demolition, grading, and construction activities.
- RCTC shall notify residences within 100 feet of the project's property line in writing within two weeks of any construction activity such as demolition, asphalt removal, and/or heavy grading operations. The notification shall describe the activities anticipated, provide dates and hours, and provide contact information with a description of a complaint and response procedure.
- The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process for the affected resident shall be established prior to construction commencement to allow for resolution of noise problems that cannot be immediately solved by the site supervisor.

T-1: A TMP would be developed in coordination with the City of Riverside and emergency responders during the final design phase and would be implemented prior to and during construction to ensure traffic safety, minimize construction-related traffic congestion, detour routes, and minimize inconveniences to commuters, local residences, and businesses. At a minimum, the TMP would include appropriate signage, identification of alternate/detour routes, incident management, construction strategies, on-site and off-site street circulation, and anticipated temporary traffic lane closures.

## 3.4. Growth

CEQ regulations, which established the steps necessary to comply with NEPA, require evaluation of the potential environmental effects of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations (40 CFR 1508.8) refer to these consequences as indirect impacts. Indirect impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

CEQA also requires the analysis of a project's potential to induce growth. The CEQA guidelines (Section 15126.2[d]) require that environmental documents "…discuss the ways in which the proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…"

Growth inducement is defined as the relationship between the proposed transportation project and growth within the affected project area. The relationship can be either one of facilitating planned growth or inducing unplanned growth.

It is often defined as the measurable increase in population, housing, and/or employment that can be reasonably attributable to implementation of a given project. An example would be construction of a new transportation facility in a completely undeveloped area, thereby creating a means and motivation for new development to occur in the previously undeveloped area.

The growth-related impacts assessment process examines the relationship of the proposed Project to economic and population growth or to construction of additional housing in the project area. It focuses on the potential for a project to facilitate or accelerate development beyond those already planned, or to cause a shift in growth from elsewhere in the region. Many factors other than the proposed implementation of a transportation project could impact the amount, location, and rate of growth in a CIA study area, including things such as:

- Market demand for new development
- Availability of other means of access
- Developable land
- National and regional economic trends
- The availability of other infrastructure, such as water and sewer systems
- Governmental policies
- Climate

### 3.4.1. Affected Environment

#### REGIONAL GROWTH

Riverside County has continued its rapid growth and is expected to continue to grow through 2045. From 2006 to 2016, Riverside County had the largest share of population growth among the six counties in the SCAG region. During this period, an additional 360,000 new residents, nearly 40 percent of the region's increase in population moved to Riverside County, while Los Angeles County followed with the next largest share and experienced an increase of 190,000 residents (20 percent of the growth).[3] During an 18-year period between 2000 and 2018, the population growth rate in Riverside County was 56.3 percent.[4]

As shown in Table 3-8, Riverside County is ranked second highest in projected percentage increases in population, households, and employment. Population growth projections developed for SCAG's 2020-2045 RTP indicate that population in the County of Riverside is expected to continue to increase by approximately 32 percent between 2020 and 2045. Employment in Riverside County is commensurately projected to increase by 36 percent during this period. This projected growth is attributed to housing becoming increasingly expensive and the scarcity of developable land in major metropolitan markets, which has driven developers to seek opportunities in the Inland Empire. Additional population and employment growth within the CIA study area is expected to occur through natural population increase, infill development of existing land uses or development of vacant parcels. As stated in SCAG's 2020-2045 RTP, Connect SoCal, SCAG's Core Vision builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. This strategy includes integration of transportation and land use planning to avoid the distribution of residential land use clusters that leads to isolated communities without convenient access to public transportation and other complementary destinations. SCAG's vision of integrated transportation and land use is a guide for growth in a sustainable manner, such as HQTAs, that simultaneously enhances mobility and quality of life.

#### LOCAL GROWTH

In the City of Riverside, the total population between 2000 and 2018 increased by 70,694 to 325,860. During this 18-year period, the city's growth rate of 27.7 percent was lower that the Riverside County growth rate of 56.3 percent. City of Riverside future

[3] *SCAG 2020-2045 Regional Transportation Plan, Connect SoCal, 2020*
[4] *Local Profiles Report: Profile of the City of Riverside, SCAG, 2019*

population and employment forecasts between 2018 and 2045 indicate a projected increase of 21 percent and 28 percent, respectively. However, compared to County's projected population growth rate of 35 percent and employment growth rate of 45 percent, the city's growth rate is lower than that of the County. Table 3-9 compares future projected city and county demographics.

Managing growth in Riverside has been explored by SCAG, RCTC and the City of Riverside. As discussed earlier in Section 3.2, local and regional plans such as the Marketplace Specific Plan and Marketplace District Vision Plan promote the development of a more sustainable community that integrates land use, housing, and transportation policies to diversify existing land uses through infill development and developing a multimodal transportation network. The CIA study area is considered a HQTA where redevelopment opportunities are available to implement a Transit-Oriented Development (TOD)[5] district near the Riverside-Downtown Station.

[5] *Transit-Oriented Development (TOD) is a vibrant, mixed-use form of urban development that clusters a variety of housing types, employment opportunities, and community amenities at or near major transit stations. Integrated clusters of TODs establish a multi-modal network of public and private realm improvements that allow residents to walk, bike, or take transit to major attractions.*

**Table 3-4. SCAG 2019 to 2045 Population, Households, and Employment Projection in the SCAG Region**

| | Population | | | Households | | | Employment | | |
|---|---|---|---|---|---|---|---|---|---|
| County | 2019 | 2045 | % Change | 2019 | 2045 | % Change | 2019 | 2045 | % Change |
| Imperial | 207,700 | 281,200 | 35% | 58,000 | 92,500 | 59% | 77,300 | 130,200 | 68% |
| Los Angeles | 10,333,600 | 11,677,200 | 13% | 3,409,500 | 4,124,500 | 21% | 4,826,600 | 5,382,200 | 12% |
| Orange | 3,250,100 | 3,534,600 | 9% | 1,053,500 | 1,153,500 | 10% | 1,765,600 | 1,980,400 | 12% |
| Riverside | 2,462,600 | 3,251,700 | 32% | 758,300 | 1,086,100 | 43% | 812,800 | 1,102,700 | 36% |
| San Bernardino | 2,217,100 | 2,815,500 | 27% | 656,500 | 874,800 | 33% | 828,300 | 1,063,800 | 28% |
| Ventura | 868,600 | 947,500 | 9% | 276,100 | 306,400 | 11% | 346,400 | 389,400 | 12% |
| SCAG Region | 19,339,700 | 22,507,200 | N/A | 6,211,900 | 7,638,600 | N/A | 8,657,138 | 10,048,500 | N/A |

*N/A = not applicable*

*Source: Final Connect SOCAL Programmatic EIR, SCAG, 2019*

**Table 3-5. SCAG 2018 to 2045 City of Riverside and Riverside County Demographic Comparison**

| | Population | | | Households | | | Employment | | |
|---|---|---|---|---|---|---|---|---|---|
| Jurisdiction | 2018 | 2045 | % Change | 2018 | 2045 | % Change | 2018 | 2045 | % Change |
| City of Riverside | 325,860 | 395,800 | 21% | 94703 | 115,100 | 22% | 148,353 | 188,700 | 27% |
| Riverside County | 2,415,954 | 3,251,700 | 35% | 729,920 | 1,086,100 | 49% | 762,114 | 1,102,700 | 45% |

*Source: Local Profiles Report: Profile of the City of Riverside, SCAG, 2019; Final Connect SOCAL Programmatic EIR, SCAG, 2019*

### Transportation Demand

Population growth is an important factor in determining future travel demand. Substantial increases in population, housing, and employment, as projected by SCAG in the 2020-2045 RTP, result in greater demand for transportation facilities and services. The 2020-2045 RTP cites the 2012 Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN) Strategic Implementation Plan, the 2015 Metrolink Strategic Assessment, and the Southern California Optimized Rail Expansion Programs forecasts of growth in rail use to determine that Metrolink will experience significant increases in passenger and service volumes. The Metrolink Strategic Assessment forecasts significant regional growth in daily boardings from 41,000 in 2020 to 55,000 by 2025. The LOSSAN State Implementation Plan forecasts significant growth as well from approximately 3 million yearly in 2020 to 4,700,000 yearly by 2030.[6] As population and employment is projected to increase in Riverside, transportation demand in Riverside would subsequently increase; the Riverside-Downtown Station is a critical hub in the Metrolink train network as it serves three Metrolink lines – Riverside, PV, and IEOC which would experience an increase in ridership in the future.

According to the City of Riverside General Plan's Circulation and Community Mobility Element, "even if Riverside could somehow stabilize its population at the year 2004 of about two hundred seventy-five thousand residents, growth in the surrounding region would march ahead and would continue to load more cars and trucks onto the city's street system." In 2018, the primary mode of transportation in the City of Riverside was automobile use (drive alone) at 75 percent.[7]

## 3.4.2. Environmental Consequences

Under NEPA and CEQA, growth inducement is not necessarily considered detrimental, beneficial, or environmentally significant. Typically, the growth inducing potential of a project is considered significant if it fosters growth or a concentration of population in excess of what is assumed in relevant master plans, land use plans, or in projections made by regional planning agencies. Significant growth impacts could be manifested through the provision of infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provided needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

The City of Riverside has jurisdiction over land use development through their adopted general plans, specific plans, zoning, and other land use ordinances; hence, the city has influence in the surrounding area within the project site in approving the type and magnitude of development that could directly induce growth such as construction of new residential homes and businesses. Proposed developments are required to go through the city's planning process to ensure that projects are consistent with the city's adopted plans and policies to ensure that projects do not foster growth in excess of what is projected in the General Plan (Land Use Element).

The proposed Project would result in some site-specific land use changes consistent with the city's zoning and the adjacent land uses. The addition of tracks and a platform and the increase in the number of parking spaces at the station site would be consistent with local plans and policies to improve operational efficiency at the station that could accommodate additional boarding on the Metrolink lines at the Downtown-Riverside Station.

#### NO BUILD ALTERNATIVE

The No Build Alternative proposes no change to the project area and would not result in any growth inducing impacts. Riverside's projected population and employment would continue to increase as projected by SCAG. Station boarding capacity for passengers would remain the same, despite the projected population and employment growth within the CIA study area. It is projected that continued regional growth would increase the number of riders accessing the Metrolink station.

#### BUILD ALTERNATIVE

### Temporary Impacts (Construction)

Construction of the Project would require additional jobs on the project-site for the duration of the construction phase. It is not anticipated that these jobs would be substantial enough in number or require skills so unique as to result in temporary local or regional population growth. It is anticipated that the majority of workers filling the construction jobs would reside within or live in relative proximity to the project area. The temporary jobs generated by construction of the proposed Project alone are not anticipated to result in a demand for additional housing or cause unplanned growth in the project area due to the short duration of the construction phase of approximately 2 years. The proposed Project would generate construction-related jobs that would benefit the local area.

[6] *Connect SoCal Transportation System Passenger Rail Technical Report, SCAG, 2020.*
[7] *Local Profiles Report: Profile of the City of Riverside, SCAG, 2019*

## Permanent Impacts (Operations)

Riverside County has experienced rapid population, housing, and employment growth in recent decades. This growth is associated with existing and future land uses, planned development, and economic growth. The region is projected to continue to experience population growth, which will occur with or without implementation of the Build Alternative and all design options.

The Build Alternative and all design options are not expected to result in substantial changes to the existing population in the CIA study area. This alternative would not include the development of new housing or businesses that would directly induce population growth. Moreover, the expansion of the train station may generate additional employment opportunities; however, there is currently a substantial employment base and residential population in the City of Riverside and the employment opportunities would not be expected to result in substantial migration of additional residents to the CIA study area. Therefore, the Build Alternative and all design options are not expected to directly induce substantial population growth in existing communities and neighborhoods. The proposed station improvements are expected to accommodate existing, approved, and planned growth in the area through enhancement of existing train service, but are not expected to *directly* influence the amount, timing, or location of growth in the area.

Considering adjacent areas to the station are mostly developed with limited vacant parcels, the project's potential to indirectly induce growth by attracting *new* development projects within the area is low. However, because the Build Alternative and all design options are located in an area with several underutilized parcels, the proposed Project could indirectly affect growth and development in the CIA study area by promoting planned redevelopment near the station. However, there is a potential for contaminated soils and vapors from historical railway, manufacturing and/or industrial operations and there is a groundwater plume which may limit the type of development immediately adjacent to the station. As mentioned previously, the city is seeking development opportunities to redevelop underutilized areas within the CIA study area to create a sustainable TOD district where multimodal transportation would be integrated into the plan area and reduce automobile use. If infill development occurs within the project vicinity as a result of the station improvements, the type and intensity of the proposed redevelopment would be regulated by the city through the developer's compliance with adopted plans, policies, and development guidelines to ensure that the proposed infill project is permissible and compatible within the plan area.

The Build Alternative may also attract businesses from other areas of the region to the immediate areas surrounding the station. TOD near the station would also be consistent with the Eastside Neighborhood Plan by "allowing for growth and development of underutilized properties in a manner that is sensitive to surrounding uses" and further supported by ENP 4.1.1, which requires an update to the Riverside Marketplace Specific Plan "to permit transit-oriented development of an appropriate scale and design." The city TOD district is evaluated in more detail with the Riverside Marketplace Vision Plan, which identified that the western portion of the CIA study area is a HQTA with six major development areas to support the development of a TOD district that could result in several environmental, economic, and social benefits[8]. Under the Build Alternative, enhanced transit service could stimulate the local economy by facilitating access to local businesses. In addition, business viability could improve because increased pedestrian traffic near the station would provide new potential customers.

The creation of a larger TOD district which would include the area within the CIA study area is a locally and regionally *planned* endeavor identified by the City of Riverside, RCTC and SCAG; hence, potential indirect growth associated with the proposed Project are supported by these agencies because of its sustainable characteristics. In addition, the City of Riverside's "Urban Mixed-Use" zoning designation for the proposed TOD allows for higher density development, which has been accounted for in local and regional growth projections. The Build Alternative would accommodate projected population growth for the region, and any development that could result around station areas is anticipated to be consistent with these current growth projections.

Transportation projects such as an extension of roads or other infrastructure have the potential to induce growth as new roadways may attract new development within an area. Under design options 2A, 2B, 3A and 3B, Howard Avenue is proposed to extend and connect to 9th Street. However, this roadway extension would not induce growth because the Howard Avenue extension would be a replacement local access roadway for the permanent closure of Commerce Street (under Design Options 2A, 2B, 3A, and 3B). In addition, the area immediately adjacent to the proposed Howard Avenue extension are developed with existing residential and industrial uses and areas within the vicinity of the roadway extension are mostly developed with residential uses.

The Build Alternative and all design options are intended to enhance train service regionally, countywide and within the City of Riverside, and would not construct features that would induce growth (such as construction of new homes or businesses). SCAG projections indicate a substantial increase in population and employment within the city by 2045, which will result in an increase in transportation demand. The proposed Project is identified in the Final 2019 Federal Transportation Improvement Program and SCAG 2020-2045 RTP as a planned and programmed project and is consistent with facilitating planned growth and satisfying future transportation demand. The City of Riverside General Plan promotes improvements to transit projects to support anticipated growth without having to expand roadway capacity.

The Build Alternative would accommodate current and future residents and businesses by enhancing transit service within an existing station. Since the proposed Project is located in an area with limited vacant land, does not include the construction of

[8] *Marketplace District Vision Plan, March 2019, SCAG*

residential or commercial land uses and would not construct an entirely *new* transportation facility, the Build Alternative and all design options are not likely to result in direct or indirect impacts related to growth. As discussed in Section 3.2, the project is consistent with existing and future planned uses along the project corridor. As such, the implementation of the proposed Project would not result in substantial impacts related to growth inducement.

### 3.4.3. Avoidance, Minimization, and/or Mitigation Measures

The proposed Project would not affect the growth pattern within the CIA study area or directly or indirectly induce growth. Therefore, and no avoidance, minimization, and/or mitigation measures are required.

# 4.0 Community Character and Cohesion

A community represents a population whose members are interdependent and who perform many activities that satisfy the population's economic and social needs. A community is a population rooted in one place, where the daily life of each member involves contact with and dependence on other members. It has generally been a characteristic of our society that people form relationships and establish social organizations on the basis of two factors: certain distinctions they perceive about themselves, such as ethnicity, religion, or other demographic characteristics; and spatial proximity. Neighborhoods are a subset of the geographic community and are based on personal interactions among residents.

The boundaries of communities or neighborhoods can often be delineated by physical barriers (highways, waterways, open spaces, etc.), activity centers, home values, selected demographic characteristics (ethnic groups), and residents' perception.

Community cohesion is the degree to which residents have a "sense of belonging" to their neighborhood or a strong attachment to neighbors, groups, or institutions, usually as a result of continued association over time.

## 4.1. Regional Population Characteristics

The social effects of transportation projects are sometimes borne by the communities, neighborhood, and areas near the facility, while the benefits are shared by a larger population at the city or regional level. For this reason, analysis of social impacts is generally directed at the smaller-scale neighborhood level. The ACS is used for this analysis to analyze the characteristics of communities on a smaller scale. Census block group data are used from the U.S. Census Bureau 2014 to 2018 5-year estimates.

### 4.1.1. Affected Environment

#### COMMUNITY CHARACTERISTICS – EASTSIDE NEIGHBORHOOD

The CIA study area is located within the Eastside Neighborhood, which is a diverse and vibrant community primarily composed of single-family residential areas with some multi-family residential areas. Commercial areas are generally located along University and Chicago Avenues and light industrial and commercial land use clusters are located between east of SR 91 and Howard Avenue. The Eastside neighborhood is within the Riverside Marketplace Specific Plan area, which features limited retail areas and light industrial uses, as well as a number of professional offices and restaurants. As discussed previously, the Eastside Neighborhood Plan seeks to preserve and enhance all of these components while allowing for growth and development of underutilized properties in a manner that is sensitive to surrounding uses. Expanding on this overarching goal for the Eastside neighborhood is the Marketplace Vision Plan which identified the CIA study area as a HQTA and provided TOD opportunity sites, and potential public realm improvements that could encourage future development activity while ensuring the appropriate balance of neighborhood preservation, environmental sustainability, and promote walking, biking, and the use of transit.

#### History of Eastside Neighborhood

The early development of the Eastside Neighborhood was related to the provision of housing for workers in Riverside's booming citrus industry. While the relative importance of citrus declined over the years, the Eastside remained home to much of the city's workforce, including many African-American and Mexican-American families. While the Eastside was primarily a community of minorities segregated from the dominant culture, it offered opportunities to families to own homes and raise children. It gave enterprising individuals the chance to start small businesses, providing services to the community. By the 1920s there were well established commercial areas on University Avenue (then East Eighth Street) and Park Avenue, serving a then segregated community of African Americans and Mexican immigrants that lived in the Eastside.[9]

According to the City of Riverside General Plan, the Eastside Neighborhood is one of Riverside's oldest and largest residential neighborhoods and has been a part of the city since its foundation in 1870 (City of Riverside, 2019). The Eastside features some important historic landmarks. North Park, at Seventh and Vine Streets, was the site of the home of John W. North, the organizer of Riverside's first cooperative development and considered the "founder" of Riverside. Not far away, the Union Pacific Depot, built in 1904, is said to have served as a model for other train stations across the west. The current Caesar Chavez Community Center and Bobby Bonds Park occupy the building and site of the former University Heights Junior High School, built in 1928 and listed on the National Register of Historic Places. Just west of this site, located at 2211 University Avenue, is a former fire station designed by G. Stanley Wilson. This building, now used as a commercial office building, is an excellent example of the Spanish Colonial Revival style, particularly as applied to a small-scale public building.

With the 1957 opening of the Riverside International Raceway in what is now Moreno Valley, many of the restaurants, motels, car washes and service stations found along University Avenue today, were established to serve the many travelers visiting the

[9] *Eastside Neighborhood Plan, Appendix D of the General Plan 2025, City of Riverside, June 2009*

area. A variety of retail businesses concentrated along University Avenue still provide services that meet the needs of this ethnically diverse local community.

The Riverside Marketplace area is located at the westernmost portion of the neighborhood next to the Riverside (91) Freeway. Many buildings within the Marketplace area are lasting reminders of the once vibrant citrus industry and illustrate the significance that citrus packing once had in Riverside's past. Most notably, the 154,000-sf FMC building, located at 3080 12th Street, and the 143,000-sf Royal Citrus Packing House building located at 3075 12th Street were once prominent citrus packing facilities and are characterized by their large size and distinctive saw-tooth roofs. In addition to these major sites and facilities, the Eastside also contains a host of historic housing stock, reflecting the community's earliest days. Located within the Marketplace at Vine Street just north of 14th Street, the Downtown Metrolink Station conveniently serves local Eastside residents as well as many other commuters within the City. More recently, offices, retail, and restaurants, such as Sevilla and the Old Spaghetti Factory, are located in the Marketplace close to Downtown.

### Residential Areas

Most of the Eastside Neighborhood is comprised of medium density residential areas which are largely built out with single-family homes. These homes represent a diverse cross section of architectural styles and sizes, with homes being built as early as the 1800s and as late as 2006. Although many of the single-family homes throughout the Eastside are modest bungalows, shotgun houses, and tract homes, there are several pockets of prominent and historic homes that contribute to the diverse housing stock. Within the vicinity of the project site, some residential properties were constructed in the 1800s and early 1900s. The Eastside neighborhood has many fine schools and public facilities. Emerson and Longfellow Elementary Schools and Lincoln Continuation School are within this neighborhood. The recently renovated Bobby Bonds Park/Sports Complex provides a wide array of recreational activities including football, soccer, baseball, basketball, swimming, and skateboarding. The park includes the Sippy Woodhead Pool, the Youth Opportunity Center, Cesar Chavez Community Center and the recent addition of a skateboard park, and a new football/soccer field with artificial turf. The neighborhood has many other recreational facilities including Lincoln Park and Lincoln Community Center; Dario Vasquez Park, Bordwell Park with the recently renovated Stratton Community Center and North Park and picnic area. The Eastside Cybrary located in the Town Square shopping center at Chicago and University Avenues provides free computer training, information, literacy and Internet access to children and families.

## DEMOGRAPHIC CHARACTERISTICS

Between 2010 and 2018 the overall population of the CIA study area has declined from 3,900 to approximately 3,400 people. Although population in the CIA study area is trending lower, the total city population has increased from approximately 304,000 to 324,000 during the same 8-year period. SCAG projections indicate that population within the City of Riverside would continue to increase to 395,800 by 2045[10].

In addition to the change in population within the CIA study area, the composition of the population in terms of race and ethnicity has become increasingly more diverse between 2010 and 2018 with the predominant Hispanic/Latino population increasing from 87.8 percent to 91.5 percent of the ethnic composition of the total population. Ethnic homogeneity is often associated with a higher degree of community cohesion and the majority Hispanic/Latino population is indicative of homogeneity within the CIA study area. Table 4-1 and Table 4-2 summarizes and compares the composition of the population between 2010 and 2018.

Populations under the age of 18 or 65 and over tend to have unique characteristics relative to the population between those ages. Generally, those under 18 or 65 and over are less likely to work a full-time job, drive, or raising children. Table 4-3 summarizes and compares the population under 18 and over 65 for the CIA study area, City of Riverside, and County of Riverside. There is little discrepancy between geographies, with a range of 24 to 29 percent of the population under 18 and 10 to 14 percent of the population 65 and over. Within the CIA study area, the under 18 years of age demographic consisting of 29 percent of the population suggests that a large portion of the residents are considered dependents as it correlates to the greater than average household size of 4 people compared to 3 people within the city.

[10] *Connect SoCal: Demographics and Growth Forecast, SCAG, 2020*

**Table 4-1. Population, Race, and Ethnicity (2010)**

| Geography | Total Population | Non-Hispanic/Latino | | | | | | | | | | | | | | Hispanic/Latino (of any race) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | White | | Black | | Asian | | Native American | | Native Hawaiian/ Pacific Islander | | Other Race | | Two or More Races | | | |
| | | # | % | # | % | # | % | # | % | # | % | # | % | # | % | # | % |
| Study Area | 3,900 | 173 | 4.4% | 221 | 5.7% | 37 | 0.9% | 8 | 0.2% | 3 | 0.1% | 5 | 0.1% | 27 | 0.7% | 3,426 | 87.8% |
| Riverside City | 303,871 | 103,398 | 34.0% | 19,917 | 6.6% | 21,934 | 7.2% | 1,297 | 0.4% | 1,019 | 0.3% | 617 | 0.2% | 6,736 | 2.2% | 148,953 | 49.0% |
| Riverside County | 2,189,641 | 869,068 | 39.7% | 130,823 | 6.0% | 125,921 | 5.8% | 10,931 | 0.5% | 5,849 | 0.3% | 3,682 | 0.2% | 48,110 | 2.2% | 995,257 | 45.5% |

*# = number*

*Source: U.S. Census Bureau, 2010 Census (Last Revised: March 14, 2019)*

**Table 4-2. Population, Race, and Ethnicity (2018)**

| Geography | Total Population | Non-Hispanic/Latino | | | | | | | | | | | | | | Hispanic/Latino (of any race) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | White | | Black | | Asian | | Native American | | Native Hawaiian/ Pacific Islander | | Other Race | | Two or More Races | | | |
| | | # | % | # | % | # | % | # | % | # | % | # | % | # | % | # | % |
| Study Area | 3,406 | 91 | 2.7% | 95 | 2.8% | 58 | 1.7% | 11 | 0.3% | 21 | 0.6% | 0 | 0.0% | 28 | 0.8% | 3116 | 91.5% |
| Riverside City | 323,935 | 98,193 | 30.3% | 18,594 | 5.7% | 23,279 | 7.2% | 1,069 | 0.3% | 704 | 0.2% | 1,000 | 0.3% | 8,434 | 2.6% | 172,662 | 53.3% |
| Riverside County | 2,383,286 | 856,468 | 35.9% | 144,503 | 6.1% | 147,706 | 6.2% | 10,064 | 0.4% | 5,846 | 0.2% | 5,345 | 0.2% | 58,837 | 2.5% | 1,154,517 | 48.4% |

*Source: U.S. Census Bureau, ACS, 2014-2018*

**Table 4-3. Population Under 18 and 65 and Over**

| Geography | Total Population | Age | | | |
|---|---|---|---|---|---|
| | | Under 18 | | 65 and Over | |
| | | # | % | # | % |
| Study Area | 3,406 | 981 | 29% | 325 | 10% |
| Riverside City | 323,935 | 77,923 | 24% | 33,695 | 10% |
| Riverside County | 2,383,286 | 613,808 | 26% | 328,609 | 14% |

*Source: U.S. Census Bureau, ACS, 2014-2018*

Table 4-4 presents the housing characteristics for the CIA study area, City of Riverside, and County of Riverside. With an average household size of 4.3 persons, the CIA study area has a larger average household size than the city (3.4 persons) and County of Riverside (3.3 persons) by approximately one person. Approximately 11 percent of the housing units in the CIA study area are vacant, more than the city's 6 percent, but less than the county's 14 percent. The ratio of owner to renter occupied housing units in the CIA study area differs from that of the city and county. While approximately one-third of housing units in the CIA study area are owner-occupied, more than half and two-thirds of housing units are owner-occupied in the city and county, respectively. The proportion of single-family homes to multi-family homes in the CIA study area is similar to that of the city. Both have a higher proportion of multi-family homes than the county. There are no non-traditional types of housing units (such as boats, recreational vehicles, vans, etc.) in the CIA study area.

**Table 4-4. Housing Characteristics**

| Geography | Total Households | Average Household Size | Housing Units | | | | | Occupied Housing Units | | | | Housing Type | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Total | Occupied | | Vacant | | Owner Occupied | | Renter Occupied | | Single Family | | Multi Family | | Other[a] | |
| | | | | # | % | # | % | # | % | # | % | # | % | # | % | # | % |
| Study Area | 800 | 4.3 | 903 | 800 | 89% | 103 | 11% | 273 | 34% | 527 | 66% | 605 | 67% | 298 | 33% | 0 | 0% |
| Riverside City | 90,866 | 3.4 | 96,797 | 90,866 | 94% | 5,931 | 6% | 49,031 | 54% | 41,835 | 46% | 66,021 | 68% | 28,568 | 30% | 2,208 | 2% |
| Riverside County | 718,349 | 3.3 | 833,602 | 718,349 | 86% | 115,253 | 14% | 472,401 | 66% | 245,948 | 34% | 613,965 | 74% | 144,959 | 17% | 74,678 | 9% |

*Source: U.S. Census Bureau, ACS, 2014-2018*

[a] *"Other" units include mobile homes, recreational vehicles, vans, boats, etc.*

## COMMUNITY COHESION

**CIA Study Area**
**Community Demographics (2018)**

**AT A GLANCE**

- 3,406 people
- 91.5% Hispanic or Latino
- 29% under the age of 18
- 89% occupied homes
- 34% owner-occupied homes
- 67% single-family homes
- 4.3 people per household
- $40,228 median household income

Community cohesion stems from the social interaction among members of a community. Community cohesion is the degree to which residents have a sense of belonging to their neighborhood; a level of commitment of the residents to the community; or a strong attachment to neighbors, groups, or institutions, usually because of continued association over time. Cohesive communities are indicated by various types of social characteristics, such as long average lengths of residency, home ownership, frequent personal contact, ethnic homogeneity, high levels of community activity, and shared goals. Transportation projects can divide cohesive neighborhoods if they act as a physical barrier or are perceived as a psychological barrier by residents, or if they isolate a portion of a homogeneous neighborhood.

Community facilities contribute in many ways to community cohesion that the local population relies on for their health and welfare and as a means to interact with other members of the community. Community facilities include schools, libraries, recreation facilities, health providers, emergency services, community centers, and other similar institutions.

The severity of the impact of the proposed Project on community cohesiveness depends on the community uses and reliance on the facility, and the degree to which the project will impede or enhance the ability of residents to access the facility. Facilities that are frequently accessed by the elderly, disabled, low-income, and minority populations, are especially important because these groups often have limited mobility and may depend on transit to access the facilities.

The proposed Project is located adjacent to existing regional transportation corridors – SR 91 freeway and the BNSF railroad. As previously shown on Figure 2-2, the project site is located near the western boundary of the Eastside Community as demarcated by the SR 91 freeway, which separates the Downtown Riverside Community to the west and acts as a physical barrier between established communities where crossings to the west (beyond the SR 91) are limited to five locations within a 1.25-mile segment of the CIA study area at 3rd Street, Mission Inn Avenue, and University Avenue to the north, and 14th Street and Cridge Street to the south of the project site. Travel and interaction between the Eastside and Downtown Riverside communities and its residents are limited to arterial roadways providing connectivity across both the SR 91 freeway and the BNSF railroad. Underpasses and overpasses at these five locations provide crossings for vehicles, bicycles, and pedestrians across the SR 91 and BNSF railroad. Hence, existing physical barriers between the Eastside and Downtown communities restricts east-west non-motorized and motorized travel, which indicates a lower degree of inter-community interaction. The City of Riverside General Plan, Eastside Community Plan, and SCAG Marketplace District Vision Plan have identified the SR 91 as an existing barrier between communities. Other adjacent communities to the north, east, and south of the Eastside community are connected by a network of local roadways, bicycle lanes, and sidewalks without any major impediments.

The evaluation of the proposed Project's effects on community cohesion involves determining whether community cohesion exists in the neighborhoods that would be affected by the project as the impacts of transportation projects tend to be more disruptive to cohesive communities. Certain characteristics of the residential neighborhood near the project site, including their age, physical and spatial attributes, community facilities, and demographic profile are indicative of an established, cohesive community. Most buildings in the CIA study area are more than 40 years old according to the U.S. Census ACS 5-Year Estimates (2014-2018), which suggests that some aspects of cohesiveness and neighborhood character have developed over time among long-term residents; however, the proportion of renter- to owner- occupied units (66 percent versus 34 percent, respectively) is significantly lower compared to owner-occupied residential units in the city (54 percent) and county (66 percent). The lower owner-occupied residential rates within the CIA study area suggests a high potential for residential turnover and lower community cohesion.

In addition, the existing medium- to high-density land use patterns for residential areas are comprised of smaller lot homes immediately adjacent to one another, thereby contributing to a sense of community through spatial proximity. There are also 4 community facilities (e.g., parks, transportation centers) within the CIA study area, as shown in Table 4-11. This indicates a variety of community facilities that residents can walk to, which could indicate a stronger sense of community. The demographic data for the CIA study area has a predominant Hispanic/Latino population of over 90 percent, which could indicate a high degree of cohesiveness in the community because of ethnic homogeneity to which communities share common values and beliefs.

As mentioned previously, the CIA study area consists of larger than average households (4.3 people) compared to the city and county averages of 3.4 and 3.3 people per household; this disparity in average household size between the CIA study area and the county and city and the above average under age 18 population (29 percent) is indicative of cohesive community comprised of families that are likely rooted in the community. To the extent that demographic and physical characteristics enable a shared sense of identity to develop, a degree of community cohesion likely exists in the Eastside neighborhood; however, this cohesion may be counteracted by the propensity for short term residency in the neighborhood given the large proportion of renter-occupied units and declining population trend between 2010 and 2018. The mixed results of these key community cohesion indicators suggest that the area is likely to have moderate community cohesion.

### Community Issues

A public scoping meeting for the Project was held on February 6, 2020 and comments were solicited from January 17, 2020 to February 20, 2020. During this time, community members identified issues of concern for their community in relationship to the Project. Concerns included:

- Concerns about increased GHG emissions as a result of additional cars driving to the train station.
- Concerns about growth of the station in the direction of the residential neighborhood rather than in the direction of State Route 91.
- Concerns that increased parking will hinder pedestrian access.
- Concerns about increased crime, specifically theft from parked cars.
- Concerns about the loss of jobs in the community as a result of displacing businesses at the project site.
- Questions regarding the benefit of the Project to the community.
- Impact to the historic building on the project site.
- The potential to reuse and preserve the historic nature of the building and incorporate it into the design of the Project.
- Concerns about the community's exposure to hazardous materials and waste by working the project site.
- Making the area a quiet zone to alleviate the noise coming from trains.
- Desire for more pedestrian improvements in and around the project site.
- Concerns about traffic through the residential neighborhood to access the Project.
- Desire for residential permit parking.

These community concerns were taken into account by RCTC during the development of the design for the alternative and are reflected in the various design options. RCTC will continue to meet with the community throughout project development and construction.

## 4.1.2. Environmental Consequences

Community character and cohesion is determined by the CIA study area population composition, housing conditions, economy, or ability of local residents to access community services.

#### NO BUILD ALTERNATIVE

According to several indicators of community cohesion described above, including the availability of community facilities, ethnic homogeneity, large household size and a high percentage of persons aged 18 and under, it can be concluded there is a degree of community cohesion within the CIA study area. The No Build Alternative would maintain the current level of transit service along the project corridor. The project would not be constructed and would not require acquisition of properties or displace people and businesses; therefore, no impacts to community character and cohesion would result from the No Build Alternative.

#### BUILD ALTERNATIVE

### Temporary Impacts (Construction)

Construction of the Build Alternative and any of the design options have the potential to result in short-term effects to neighborhoods (e.g., temporary road closures). Construction activities include grading, excavation, road detours, and temporary road closures. All design options would require local roadway work that may include temporary full or partial roadway closures and detours and would not likely have effects substantially different from the same types of effects associated with typical construction activities for similar transportation projects located in Southern California. Project construction activities would be temporary in duration and contained within the existing Riverside-Downtown Station, existing overflow parking lot, Howard Avenue, and adjacent properties proposed for acquisition. Construction activities would not temporarily divide an established community as access to all local streets including Howard Avenue, Commerce Street, 9th Street, 10th Street, 11th Street, and 12th Street would be maintained during construction of the proposed Project and all design options. Implementation of a traffic management plan (TMP) would reduce project-related temporary impacts to community. RCTC will coordinate with the city and emergency service providers to ensure roadway construction does not interfere with the CIA study area residents' access to community services and resources such as parks and community centers during construction. With access maintained, it is not anticipated roadway work during construction would result in substantial impacts to community character and cohesion during construction.

### Permanent Impacts (Operations)

The location of the potential residential acquisitions are immediately adjacent to the station and are located in an industrial zone and would not substantially change the character of the CIA study area; these residential property acquisitions would be converted to conforming uses that would be assimilated into the existing industrial character of the area. Conversion of these

residential properties to transportation use is minimal and are consistent with these community plans; resulting changes to the visual character through the removal of residential property would not substantially change the characteristics of the area as industrial uses are within close proximity of the proposed acquisitions - the station improvements would blend into the overall industrial theme of the area. The existing industrial aesthetic elements of the Riverside-Downtown Station would be incorporated into the station improvements to maintain defining characteristics of the area; therefore, the residential acquisition would not result in substantial changes in the character of the area.

The Build Alternative and all design options are not expected to sever or degrade access to neighborhoods or community facilities during construction or upon project operations. Overall, the proposed Project may have the effect of enhancing community cohesion by construction of new sidewalks near the station, lighting, landscaping, and other features associated with the station improvements. Such infrastructure investment in the Eastside community can be a source of community pride.

### *Residential Displacements*

Relocation impacts are among the most sensitive community-related effects associated with transportation improvements because they may affect relationships between people and their homes and neighbors. Relocation of families from neighborhoods or businesses from their existing locations affects not only those being relocated, but also those who remain in the affected neighborhood and those who live in the area of the relocated residents and renters. Per the Draft Relocation Impact Report (DRIR) (Helix 2021), Design Option 2A would acquire the greatest number of residential parcels and consequently result in the most displacements of approximately 50 people, followed by 40 displacements under Design Option 2B, and 10 people under Design Options 1A and 3A. There are no displacements under Design Options 1B and 3B as there are no proposed full residential acquisitions under these two design options. Displacement of existing residents could result in substantial effects to community cohesion and may be more disruptive to highly cohesive communities as long-term residents may have developed a level of commitment to the community or a strong attachment to neighbors, groups, or institutions.

Generally, the effect of a transportation facility located through an older, established neighborhood is more severe than one located through an area where the housing changes ownership every 3 to 5 years. Demographic data indicate that the composition of the homes in the neighborhood are over 50 years old which is indicative of an established neighborhood. Social demographics also indicate a larger than average household size and a predominant Hispanic/Latino population of over 90 percent – all of which are factors that suggests a high degree of cohesiveness in the community. However, considering that 66 percent of the residential units within the CIA study area are rental properties and a 12 percent decline in population has occurred between 2010 and 2018, the area may potentially be considered to have a low-degree of community cohesion. The mixed results of these key community cohesion indicators suggest that the area is likely to have moderate community cohesion.

Residential displacement impacts could be further exacerbated if replacement housing is not readily available near the CIA study area; displaced households would be forced to relocate further away to an unfamiliar location and readjust their lives to the new community such as enrolling children to a new school and adjusting daily commute to work. Results of the analysis indicate that there are 880 suitable replacement properties housing available within a 10-mile radius of the project site for lease or purchase as summarized below:

- Single-family residences (lease): 41 units
- Single-family residences (purchase): 722
- Multi-family units (lease): 114 units
- Section 8 units: 3 units

The Build Alternative would not result in substantial impacts to displaced residents because of the availability of replacement housing within the CIA study area for all income levels. Given the availability of replacement housing, moderate cohesiveness of the CIA study area and the relatively low number of displaced households (up to 8, depending on the design option), effects of residential displacements on community cohesion is not anticipated to be substantial.

As no large-scale residential acquisitions would be required, barriers erected, community facilities or services displaced, or neighborhood access reduced, the Project's permanent condition for all design options would result in less than significant impacts after mitigation to community character and cohesion.

### *Nonresidential Displacements*

**Community facilities.** The Build Alternative and all design options would not require the acquisition or displacement of a community service or facility, nor would it permanently impair access to and from the surrounding community facilities through the placement of barriers or other impediments to the local circulation pattern. No permanent effects to community facilities are anticipated.

**Businesses**. Under the Build Alternative, eight industrial parcels would be acquired. Design Option 2A and 2B would require an additional two industrial parcels along 10th Street. Common to all design options is the full acquisition of the seven parcels where the Prism Aerospace has been in operation for almost 7 years and employs approximately 50 employees. Given the number of years the business has been in operation and the annual revenues, this business is considered an established business.

Implementation of the Build Alternative and all design options would result in full acquisition of this property and displacement and relocation of this business and its employees.

It should be noted that the seven parcels of this industrial manufacturing facility are all under the same ownership, Mad Atom LLC. While these parcels are primarily occupied by Prism Aerospace, there could be other industrial businesses within the Mad Atom LLC property since there are several structures within the property that could be rented as separate units. Information relative to other on-site businesses is not known at the time of the preparation of the DRIR (Helix, 2021) but will be determined as the project progresses through design and entitlements. Other identified businesses may potentially be displaced and may be relocated as a result of the Mad Atom LLC property acquisition.

Implementation of the Build Alternative and all design options would also result in full acquisition of Accessor Parcel Number (APN) 211-201-030 located along Howard Avenue near the intersection of Howard Avenue and 11th Street. The property is vacant industrial land with no structural improvements and currently contains partial perimeter fencing in disrepair and a graded unpaved lot; however, no business displacements would occur due to its vacant condition.

Under Design Options 2A and 2B, two contiguous parcels APNs 211-191-021 and 211-191-032 would be acquired. West Coast Standards has been in business for 14 years and employs six people. Given the number of years the business has been in operation and the annual revenues, this business is considered an established business. Implementation of Options 2A and 2B of the Build Alternative would result in full acquisition of this property including displacement and relocation of this business and its employees.

There are up to 10 nonresidential parcel acquisitions comprising of approximately three businesses that may be displaced. Based on current market research, there are comparable locations where these businesses can be re-established. Relocation assistance payments and counseling would be provided to persons and businesses subject to replacement in accordance with the Uniform Relocation Act, as amended, and in conformance with all applicable regulations. With feasible relocation options available, business displacements would not result in substantial impacts.

Employee displacements would result from the implementation of the Build Alternative and all design options. Unemployment could result if a business was relocated and an employee did not choose or was unable to work at the new business location. There may be a few instances where relocated employees could travel further to their place of employment, resulting in higher commuting costs. These employees could experience financial hardship as a result of their place of employment being displaced. The project will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act, which includes provisions on relocation assistance payments and counseling to persons and businesses affected by displacements resulting from the project.

### *Community Connectivity*

The Build Alternative and all design options would improve the existing Metrolink station by constructing additional passenger loading platforms and additional tracks. Although railroad tracks are considered as a barrier that could physically divide a community, the additional tracks proposed under the Build Alternative would be constructed along the existing BNSF railroad corridor and adjacent to the Riverside-Downtown Station; the Build Alternative and design options would not create a new barrier that would physically divide an established community as the new railroad tracks would be constructed within an area designated for transportation uses and BNSF operational ROW. The station improvements would include upgrading an existing pedestrian bridge and enhancing access to the east of the station. Existing access at the east side of the station is located along Commerce Street where transit riders would have to walk half the length of the existing platform to reach the pedestrian bridge. Proposed improvements to the station would include the construction of a parking lot at Howard Avenue and 10th Street and provide direct access to the southside of the station. These improvements would enhance connectivity by providing another pedestrian route for the community to cross the existing railroad barrier and promoting access to the city center and surrounding employment areas. For all design options, pedestrian facilities will be improved and brought up to ADA standards where they are currently deficient. For some design options, a grade separated pedestrian bridge will be built to cross the tracks. These improvements will reduce physical barriers within the community to varying degrees. The Build Alternative and all design options would enhance community cohesion through station improvements, including additional platforms and drop off areas, that would enable groups with limited mobility options such as the elderly, disabled, low-income, and minority populations better access to transit facilities. Service enhancements would increase connectivity locally and regionally and would result in more unified communities within the City of Riverside by providing reliable train service.

Currently, 10th Street terminates at the Metrolink station and does not provide direct access to any community services or recreational amenities but connects to Commerce Street for northbound and southbound travel. As proposed under design options 2A, 2B, 3A, and 3B, Commerce Street would be vacated and terminate at 9th Street; however, the extension of Howard Avenue would provide replacement access to the neighborhood from the north. Overall, the proposed permanent street closures would not result in substantial effects to community connectivity as replacement street access is provided under those design options that propose to vacate Commerce Street.

Given that the Build Alternative and all design options would construct station improvements along an existing railroad facility (existing barrier) and that station improvements incorporate features that would enhance access and connectivity across an

existing barrier, the proposed Project would not physically divide an established community or expand on an existing physical barrier.

### 4.1.3. Avoidance, Minimization, and/or Mitigation Measures

With the implementation of the following measures, COM-1, COM-2, and COM-3 impacts to community character and cohesion are not anticipated:

- T-1: RCTC will coordinate with the City of Riverside and provide proper construction noticing to ensure roadway construction does not interfere with the CIA study area residents' access to community services, facilities, and resources.

  RCTC and its contractor will develop a TMP to ensure access is maintained to residences, businesses, and community facilities throughout the duration of the construction.

- COM-1: All station improvements would be consistent with the existing industrial theme of the Riverside-Downtown Station. RCTC will incorporate aesthetic design elements to proposed Project features to ensure that the existing theme at the station is maintained.

## 4.2. Economic Conditions

The economic conditions of Riverside County, the City of Riverside and the CIA study area were reviewed to understand the region's economic outlook and the project area's position in the overall economy. Economic conditions of the CIA study area has been defined to include the 2010 and 2018 U.S. Census tract block groups located adjacent to the proposed Project. The CIA study area is intended to encompass an area where the potential economic impacts, if any, of construction and operations of the proposed Project would be reasonably foreseeable.

### 4.2.1. Affected Environment

In mid-March of 2020, the state of California was forced to impose significant restrictions on several public and commercial activities in response to the COVID-19 pandemic. As travel and commercial restrictions continue the pandemic is likely to lead to an increase in unemployment due to the loss of service-related jobs. Employment statistics demonstrate the impact of the COVID-19 pandemic – Riverside County's unemployment rate in April 2020 jumped to 15.3 percent compared to a rate of only 3.7 percent in April 2019. At of the end of the 2019/2020 fiscal year, RCTC's sales tax revenues decreased approximately 3 percent.[11] At the time of the preparation of this CIA, the economy has shown indications of a rebound as COVID-19 restrictions in California begin to ease.

The economic data and discussion presented in this section are pre-COVID-19 pandemic conditions. Limited data and information for 2020 was available during the preparation of this CIA and the fact that the comparison of economic statistics between 2010 and 2020 may be skewed because economic activity was impacted by state and local mandates in response to the pandemic.

#### REGIONAL ECONOMY

The 2014-2018 ACS found that 1,007,795 persons were employed in the civilian labor force in Riverside County, with 8.6 percent of the total labor force unemployed. In the City of Riverside there were 149,034 persons employed in the civilian labor force, with 8.1 percent of the total labor force unemployed. Table 4-5 and Table 4-6 summarize the economic statistics for business types and Table 4-7 lists top employers in the County and City of Riverside. According to data compiled by the U.S. Census Bureau in the 2017 Economic Census, in both the city and county, the majority of jobs was in health care and social assistance. Many jobs were also in retail trade and accommodation and food services. The City of Riverside also had a large share of jobs in administrative and support and waste management and remediation services. Retail trade had the largest share of sales or receipts in the County while health care and social assistance had the largest share of sales or receipts in the city. Wholesale trade followed each business type closely in share of sales or receipts for both the city and county.

**Table 4-5. Riverside County Economic Statistics**

| Business Type | Number of Businesses | Sales or Receipts[a] | Annual Payroll[a] | Number of Employees |
|---|---|---|---|---|
| Utilities | 34 | Not Available | $167,292 | 1,665 |
| Wholesale trade | 1,537 | $30,247,525 | $1,509,956 | 25,471 |
| Retail trade | 3,419 | $31,941,747 | $2,855,695 | 96,868 |
| Transportation and warehousing | 1,267 | $2,832,607 | $1,416,144 | 31,766 |
| Information | 324 | Not Available | $397,852 | 7,618 |

[11] *Fiscal Year Ended June 30, 2020, Comprehensive Annual Financial Report, RCTC, October 30, 2020*

| Business Type | Number of Businesses | Sales or Receipts[a] | Annual Payroll[a] | Number of Employees |
|---|---|---|---|---|
| Finance and insurance | 1,108 | Not Available | $856,188 | 13,081 |
| Real estate and rental and leasing | 1,921 | $2,538,322 | $451,873 | 10,120 |
| Professional, scientific, and technical services | 6,922 | $5,912,844 | $2,162,044 | 41,148 |
| Administrative and support and waste management and remediation services | 2,114 | $3,335,885 | $1,506,408 | 53,725 |
| Educational services | 627 | $339,498 | $107,072 | 5,672 |
| Health care and social assistance | 7,665 | $21,509,148 | $8,115,072 | 164,966 |
| Arts, entertainment, and recreation | 1,062 | $3,350,690 | $855,484 | 32,322 |
| Accommodation and food services | 2,975 | $6,997,868 | $1,971,081 | 92,264 |
| Other services (except public administration) | 5,026 | $3,489,314 | $968,256 | 33,762 |

[a] *Thousands of dollars*

*Source: U.S. Census Bureau, Economic Census, 2017*

**Table 4-6. Riverside City Economic Statistics**

| Business Type | Number of Businesses | Sales or Receipts[a] | Annual Payroll[a] | Number of Employees |
|---|---|---|---|---|
| Utilities | 4 | Not Available | $7,993 | 110 |
| Wholesale trade | 308 | $5,221,554 | $347,218 | 5,890 |
| Retail trade | 698 | $4,981,226 | $462,971 | 15,315 |
| Transportation and warehousing | 192 | $386,587 | $302,394 | 5,217 |
| Information | 59 | Not Available | $120,038 | 2,011 |
| Finance and insurance | 258 | Not Available | $254,033 | 3,676 |
| Real estate and rental and leasing | 333 | $430,774 | $75,924 | 1,809 |
| Professional, scientific, and technical services | 1,310 | $1,583,498 | $591,054 | 10,500 |
| Administrative and support and waste management and remediation services | 290 | $723,291 | $348,548 | 12,934 |
| Educational services | 124 | $71,950 | $16,432 | 796 |
| Health care and social assistance | 1,647 | $6,140,346 | $2,229,738 | 43,762 |
| Arts, entertainment, and recreation | 130 | $178,590 | $53,500 | 2,372 |
| Accommodation and food services | 515 | $770,971 | $224,957 | 12,935 |
| Other services (except public administration) | 872 | $725,656 | $182,902 | 5,856 |

[a] *Thousands of dollars*

*Source: U.S. Census Bureau, Economic Census, 2017*

The California Department of Tax and Fee Administration report of taxable sales for the third quarter of 2019 indicates that total taxable sales for Riverside County were $9,714,389,801, an increase of 3.4 percent from third quarter of the previous year. Net sales and use tax revenue collected by the County for fiscal year 2018-2019 is estimated at $31.3 million, according to the County of Riverside's Fiscal Year 2019/20 Adopted Budget. For the City of Riverside, total taxable sales were $1,431,352,676 for the third quarter of 2019. The city's 2019 Popular Annual Financial Report estimates the city's sales tax revenue at $130.6 million. The same report indicates that sales tax revenue more than doubled between 2014 and 2019.

Property taxes in the CIA study area are collected by the Riverside County Treasurer–Tax Collector. Total property tax revenue in the county amounts to approximately $390.6 million in the 2018-2019 fiscal year. The City of Riverside expects to receive about $69 million in property tax revenue for the 2019-2020 fiscal year according to its 2019 Comprehensive Annual Financial Report.

**Table 4-7. Major Employers in the City and County of Riverside**

| City of Riverside | County of Riverside |
|---|---|
| 1. County of Riverside | 1. County of Riverside |
| 2. University of California | 2. March Air Reserve Base |
| 3. March Air Force Reserve | 3. University of California |
| 4. Kaiser Permanente | 4. Kaiser Permanente |
| 5. Riverside Unified School District | 5. Corona-Norco Unified School District |
| 6. City of Riverside | 6. Pechanga Resort and Casino |
| 7. Riverside Community Hospital | 7. Riverside Unified School District |
| 8. Riverside Community College District | 8. Hemet Unified School District |
| 9. Alvord Unified School District | 9. Eisenhower Medical Center |
| 10. California Baptist University | 10. Moreno Valley Unified School District |

*Source: City of Riverside Comprehensive Annual Financial Report Year Ended June 30, 2019, 2019; Riverside County Major Employers 2018, 2018*

### EMPLOYMENT AND INCOME

To determine the income and poverty characteristics for the CIA study area, data were obtained from the U.S. Census ACS, 2014-2018 for the census block group, city, and county level. These data indicate that the median household incomes for the CIA study area population were for the most part markedly lower than in either the County or City of Riverside. In two of the three census block groups adjacent to the proposed Project, median household incomes were about 40 to 50 percent lower than in the region. Data on the numbers of persons below the poverty threshold in the CIA study area are similarly indicative of a disadvantaged population. Two of the three census block groups composing the CIA study area had proportions of persons below the poverty threshold and an unemployment rate that were greater than the proportions reported for either the County or City of Riverside.

Table 4-8 and Table 4-14 compare economic and income characteristics for the CIA study area, City, and County of Riverside in 2010 and 2018, respectively.

**Table 4-8. Economic and Income Characteristics (2010)**

| | Total in Civilian Labor Force | Total Unemployed | Unemployment Rate | Median Household Income | Percent Below Poverty |
|---|---|---|---|---|---|
| Census Tract 304[a] | 2,233 | 320 | 7.9% | $25,955 | 27.3% |
| Riverside City | 116,008 | 9,203 | 4.9% | $41,646 | 11.7% |
| Riverside County | 651,952 | 49,096 | 4.4% | $42,887 | 10.7% |

*Source: U.S. Census Bureau, 2010 Census*

*Note: Census block group data for economic and income characteristics is not available for the 2010 Decennial Census.*

### STUDY AREA BUSINESS ACTIVITY

Local commercial centers within the vicinity of the proposed Project area are situated along Commerce Street, 14th Street, University Avenue, and Vine Street. The types of businesses along Commerce Street and Vine Street, which parallel the railroad corridor, and 14th Street are primarily manufacturing, automotive, and industrial office park. Along University Avenue there are a variety of commercial services, including automotive shops, bars and restaurants, grocery markets, liquor stores, and legal services.

## 4.2.2. Environmental Consequences

The potential business, employment, and economic impacts and effects that have been evaluated are related to disruption and displacement of businesses and employment and loss of tax revenue.

Business Impacts

### NO BUILD ALTERNATIVE

Without the Project, no acquisitions would be required, and no businesses would be impacted; thus there would be no economic impacts and loss of tax revenue under the No Build Alternative.

#### BUILD ALTERNATIVE

##### Temporary Impacts (Construction)

Construction would result in a local increase in jobs for the anticipated 2-year duration of the construction. The Build Alternative and all design options would require local roadway work that may include temporary full or partial roadway closures and detours. Project construction activities would be temporary in duration and confined to the site; a TMP would be implemented to maintain access to and from the neighborhood. Under Design Options 3A and 3B, access would be maintained to West Coast Standards, which is the only business adjacent to the site that could be impacted. As a result, temporary impacts to business are expected not to be substantial.

##### Permanent Impacts (Operations)

As described in Section 4.4 up to two businesses would be displaced, depending on the Build Alternative and parking design option. Prism Aerospace, which occupies seven parcels on 6.87 acres and has an annual revenue of approximately $12 million, would be displaced under the Build Alternative and all design options. West Coast Standards, which occupies two parcels on 0.77 acres of land and has an annual revenue of approximately $1.2 million, would be displaced under Design Options 2A and 2B only.

Prism Aerospace and West Coast Standards are neither unique to the city, nor do they make up a business type that can only function on the site in which they are currently located.

With relocation assistance to a suitable replacement site within the city of Riverside where the existing or an equivalent customer base can be maintained, business impacts of the Project are anticipated not to be substantial.

### 4.2.3. Employment Impacts

#### NO BUILD ALTERNATIVE

Without the Project, no acquisitions would be required, so there would be no employment loss from the businesses on the proposed Project site.

#### BUILD ALTERNATIVE

##### Temporary Impacts (Construction)

All design options would require local roadway work that may include temporary full or partial roadway closures and detours. Project construction activities would be temporary in duration and confined to the site; a TMP would be implemented to maintain access to and from the neighborhood for employees of local businesses and for residences to access their jobs outside of the neighborhood. As a result, temporary impacts to employment are expected to be less than significant.

##### Permanent Impacts (Operations)

Prism Aerospace employs approximately 50 people at the subject site. Under the Build Alternative and all design options, this employment would be lost if the business were not relocated to a site accessible to the proper workforce.

West Coast Standards employees six people at the subject site. Under Parking Design Options 2A and 2B, this employment would be lost if the business were not relocated to a site accessible to the proper workforce.

With relocation assistance to a suitable replacement site where the current employees could maintain their employment, employment impacts of the Project would be less than significant.

### 4.2.4. Tax Revenue Effects

#### NO BUILD ALTERNATIVE

Without the Project, no acquisitions would be required and tax revenue from property or sales would not be expected to change, except relative to other economic changes in the country and region.

#### BUILD ALTERNATIVE

##### Temporary Impacts (Construction)

All design options would require local roadway work that may include temporary full or partial roadway closures and detours. Project construction activities would be temporary in duration and confined to the site; a TMP would be implemented to maintain access to and from the neighborhood, allowing residents to patronize the businesses they typically do. Aside from businesses being permanently acquired, there are no businesses in the neighborhood for which access would not be maintained. As a result, temporary impacts to tax revenue are expected to be less than significant.

### Permanent Impacts (Operations)

Residences generate property tax for the city and county while businesses generate both property and sales tax for the city and county. Taxes are collected by the county, which then distributes a share to the city. Table 4-9 summarizes the annual tax revenue collected by the County for each of the potentially affected properties.

**Table 4-9. Annual Tax Revenue Collected for Potentially Affected Properties**

| Property | Property Type | Annual Tax Revenue |
|---|---|---|
| Prism Aerospace | Warehouse/manufacturing | $48,700[a] |
| West Coast Standards | Warehouse | $12,218[b] |
| Vacant industrial property | Vacant | $2,502[a] |
| Agosto single family property | Residential | $2,455[a] |
| Ballesteros single family property | Residential | $354[a] |
| Martinez multifamily property | Residential | $4,121[b] |
| Tekelian multifamily property | Residential | $2,214[b] |

[a] *Fiscal year 2017-2018*

[b] *Fiscal year 2019-2020*

*Source: Appraisal of Real Property, Integra Realty Resources, April 2018, May 2018, September 2020*

While sales tax revenue from businesses would be maintained with a suitable relocation site that maintains a comparable customer base within the city, the property tax would be a permanent loss as the properties would be permanently converted from tax generating business and residential properties to a transportation use. Table 4-10 summarizes the estimated tax revenue lost by the County of Riverside, assuming a total loss of revenue from displaced properties.

**Table 4-10. Tax Revenue by Potentially Displaced Property**

| Property | Estimated Potential Tax Revenue Loss |
|---|---|
| Parking Design Option 1A | $54,011 |
| Parking Design Option 1B | $51,202 |
| Parking Design Option 2A | $72,564 |
| Parking Design Option 2B | $63,420 |
| Parking Design Option 3A | $54,011 |
| Parking Design Option 3B | $51,202 |

*Source: Draft Relocation Impact Report, Helix, 2021*

*Note: Tax revenue loss is based on the most recent year of tax receipts available and assumed to be approximately the same as that year*

The tax revenue for the County and City of Riverside is described in Section 4.2. With a fiscal year 2018-2019 sales tax revenue of $31.3 million and property tax revenue of $390.6 million for the County and $130.6 million sales tax revenue and $69 million property tax revenue for the city, the worst case loss of tax revenue under Parking Design Option 2A makes up less than a tenth of a percent of tax revenue. Tax revenue impacts would be considered less than significant.

## 4.2.5. Avoidance, Minimization, and/or Mitigation Measures

According to the *Draft Relocation Impact Report* (HELIX, 2021) there is sufficient commercial and industrial space within 10 miles of the current location of affected properties. With the implementation of the following measure REL-1, impacts related to relocation and displacement are anticipated to be less than significant.

- REL-1: In accordance with the federal Uniform Relocation Assistance and Property Acquisition Act of 1970 as amended (42 USC § 4601-4655), provide compensation to eligible recipients for full and partial property acquisitions.

## 4.3. Community Facilities and Services

Community facilities are those services and institutions that the local population relies on for their health and welfare and to interact with other members of the community. Community facilities include schools, libraries, recreation facilities, health providers, emergency services, community centers, Boys and Girls Clubs, and other similar institutions. The severity of the impact of the transportation project on community cohesiveness will depend on how much the community uses and relies on the facility, and the degree to which the project will impede or enhance the ability of residents to access the facility.

### 4.3.1. Affected Environment

Community facilities and services within the CIA study area are listed in Table 4-11 and depicted in Figure 4-1.

**Table 4-11. Community Facilities and Services**

| Type | Name | Address | Distance From Project Site (miles) |
|---|---|---|---|
| Parks | North Park | 3172 Mission Inn Avenue, Riverside, CA | 0.2 |
| | Lincoln Park | 4261 Park Avenue, Riverside, CA | 0.3 |
| | Dario Vasquez Park | 2400 14th Street, Riverside, CA | 0.6 |
| Community Centers | Lincoln Community Center | 4261 Park Avenue, Riverside, CA 92507 | 0.3 |
| Transportation Centers | Downtown Riverside Station | 4066 Vine Street, Riverside, CA | 0.0 |
| School | Lincoln Continuation School | 4341 Victoria Avenue, Riverside CA 92507 | 0.1 |

*Source: City of Riverside Open Data Portal, 2019; Google Maps, 2020*

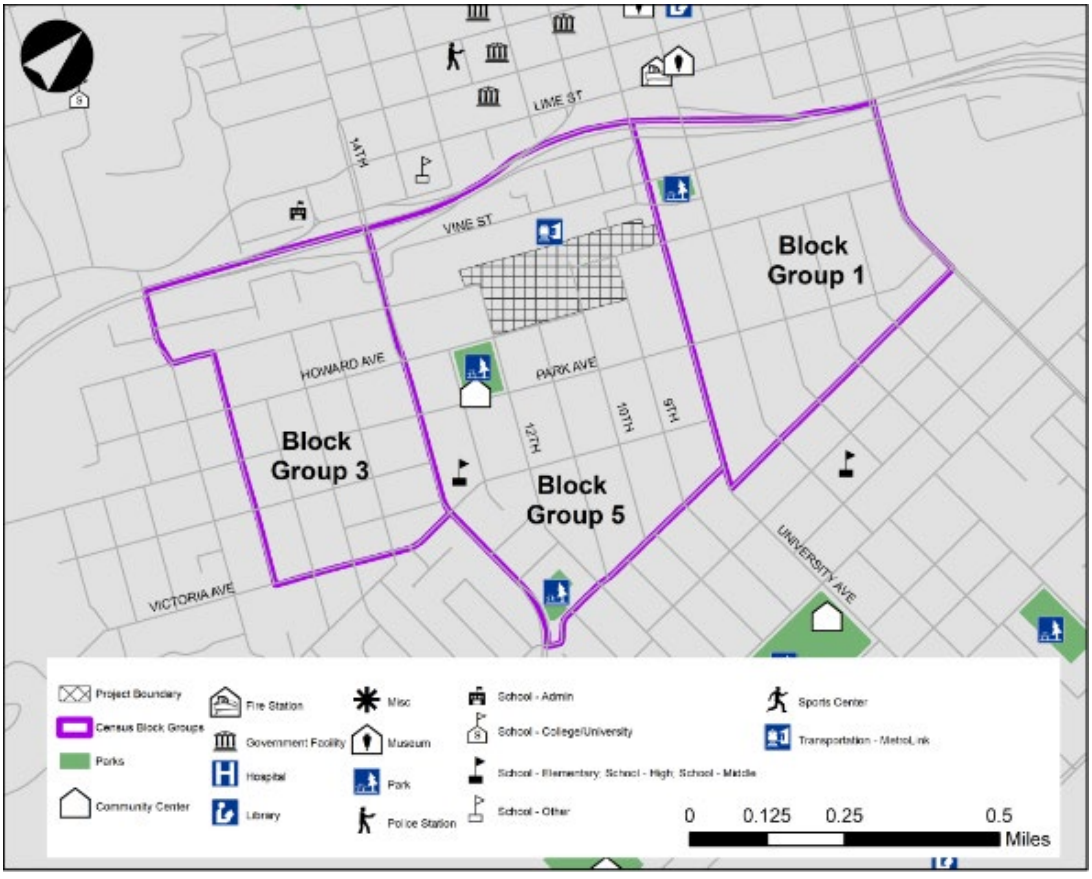


**Figure 4-1: Community Facilities**

### UTILITIES AND EMERGENCY SERVICES

Utility and emergency services are primarily provided by public agencies, though some, like telecommunications services, may be privatized or provided through private contracts. These serve as important resources for a community's safety, stability, and connectivity.

#### Emergency Services

Police and fire protection for the CIA study area are provided by the Riverside Police Department and Riverside Fire Department, respectively. The nearest police and fire stations are outside the CIA study area approximately 0.4 mile from the station. The city contracts with American Medical Response for ambulance services. American Medical Response has a facility within the CIA study area at 3198 15th Street, about 0.3 mile south of the station. Riverside Community Hospital is outside the CIA study area less than a mile from the station.

#### Utilities and Communications Providers

Water and electricity in the CIA study area are provided by Riverside Public Utilities, a customer-owned utility governed by community volunteers and the City of Riverside. The City of Riverside Public Works Department maintains the sewer, stormwater system, and trash and recycling and telecommunications providers include AT&T, Frontier Communications, and Spectrum.

### 4.3.2. Environmental Consequences

The following discussion is intended to describe the potential impacts to community facilities and services that could result from construction and operations of the proposed Project.

#### Community Facilities

##### *No Build Alternative*

Without the Project, roadway layout would not change, thus residential access within or out of the neighborhood would not change. Access to community facilities would remain unchanged.

##### *Build Alternative*

The Project would not require the acquisition or displacement of any community facility, nor would it permanently impair access to and from the surrounding community through the placement of barriers or other impediments to the local circulation pattern. For some design options the Project would improve circulation and access within the community for automobiles and pedestrians. The Build Alternative and all design options would improve access to at least one community facility, the Riverside-Downtown Station.

*Temporary Impacts (Construction)*

All parking design options would require roadway work on Commerce Street, 10th Street, Howard Avenue, and 9th Street. RCTC would coordinate with the construction contractor and city to ensure roadway construction does not interfere with CIA study area residents' access to community facilities. No impacts are anticipated.

*Permanent Impacts (Operations)*

While some parking design options require the vacation of segments of public roadways and the extension of others, these changes would not alter access to community facilities. Parking Design Options 2A, 2B, 3A, and 3B would vacate Commerce Street and 10th Street at the Riverside-Downtown Station; however, these roadways dead end at the Metrolink station and do not provide access to any other community facilities. Access to the Metrolink station would be available along Howard Avenue as well as the new dead ends of Commerce Street and 10th Street. The extension of Howard Avenue would provide additional access to the neighborhood from the north. The Project is not anticipated to permanently impact access to community facilities.

#### Utilities and Emergency Services

The potential community facilities and services impacts that have been evaluated are related to disruption of utilities, access to emergency services, and induced demand for new or expanded utilities and services.

##### *No Build Alternative*

Without the Project, no acquisitions would be required, and roadway layout would not change, thus residential access within or out of the neighborhood would not change. Access to and/or demand for community facilities and Emergency Services would remain unchanged.

### *Build Alternative*

*Temporary Impacts (Construction)*

Utilities would generally be protected in place or relocated on-site. A municipal water well currently located where the third platform and added track are proposed would need to be abandoned. RCTC will coordinate with utility owners prior to abandonment to avoid or minimize service disruption during construction. Water would be required on site during the normal course of construction. RCTC and the construction contractor will coordinate with the operator of the water supply to ensure that construction water use does not impact community water use. With this coordination, impacts would be less than significant.

Police and Fire Stations are located in the downtown Riverside area on the opposite side of the SR 91 approximately 0.4 mile from the project site. Due to the distance and location, temporary impacts to emergency services are not anticipated.

*Permanent Impacts (Operations)*

The Build Alternative would require the relocation of the following utilities:

- Gas: SoCal Gas Company
- Electric: City of Riverside
- Water: City of Riverside
- Fiber Optic: AT&T, Spectrum, Frontier and Sprint
- Cable TV: Centurylink
- Storm Drain and Sewer: City of Riverside

The Project would require the abandonment of a municipal water well. This abandonment is not anticipated to impact the city's water supply. The completed Riverside-Downtown Station would not require a larger water supply than the existing Prism Aerospace facility currently on the project site. Therefore, impacts to the water supply would be less than significant.

Permanent changes to the roadway network would increase rather than decrease access to the neighborhood, thus access for emergency services would remain unchanged or improve. Since the Project does not increase the number of residents living in or businesses operating in the CIA study area, City, or County of Riverside, it is not expected that it would induce demand for new or expanded utilities or emergency services.

### 4.3.3. Avoidance, Minimization, and/or Mitigation Measures

With the implementation of the following measures UTIL-1 and TRAF-1, impacts related to community facilities and services are not anticipated.

- UTIL-1: RCTC will protect in place or relocate affected utilities with minimal disruption to services and with advanced notification. RCTC will develop a plan for public outreach to inform customers of construction schedules and potential short-term disruptions to service systems, as needed.
- UTIL-2: RCTC will continue coordination with Riverside Public Utilities to provide compensation to rehabilitate an existing well located offsite.
- T-1: A TMP will be developed, in coordination with the City of Riverside and emergency service providers and implemented by RCTC or its construction contractor to maintain access to community facilities and for emergency services.

## 4.4. Relocations and Real Property Acquisition

### 4.4.1. Affected Environment

For purposes of this analysis, property acquisitions have been identified wherever the proposed ROW, as shown on the preliminary engineering drawings, encompasses all or a portion of an adjacent property. Temporary acquisitions due to project construction activities have also been identified.

A DRIR (Helix, 2021) has been prepared to evaluate potential impacts related to property acquisitions resulting residential and businesses displacements to accommodate the implementation of the Build Alternative and all design options. Common to all design options, the acquisition of eight industrial parcels immediately east of the station would be acquired to construct station improvements and the expanded parking lot. Up to five residential parcels and an additional two industrial parcels would be acquired depending on the design options.

Table 4-12 summarizes the property acquisitions associated with this alternative.

**Table 4-12. Right of Way Acquisitions and Displacements**

| APN | Address | Land Use | Type | Design Options |
|---|---|---|---|---|
| **Mad Atom LLC** | | | | |
| 211-201-004 | 3087 12th Street | Industrial | Warehouse/Manufacturing with office mezzanine | 1, 1A, 1B, 2A, 2B, 3A, 3B |
| 211-201-006 | 3087 12th Street | Industrial | Warehouse/Manufacturing | 1, 1A, 1B, 2A, 2B, 3A, 3B |
| 211-201-007 | 3087 12th Street | Industrial | Warehouse/Manufacturing | 1, 1A, 1B, 2A, 2B, 3A, 3B |
| 211-201-008 | 3087 12th Street | Industrial | Warehouse/Manufacturing | 1, 1A, 1B, 2A, 2B, 3A, 3B |
| 211-201-026 | 3087 12th Street | Industrial | Warehouse/Manufacturing | 1, 1A, 1B, 2A, 2B, 3A, 3B |
| 211-201-037 | 3087 12th Street | Industrial | Warehouse/Manufacturing | 1, 1A, 1B, 2A, 2B, 3A, 3B |
| 211-201-039 | 3087 12th Street | Industrial | Warehouse/Manufacturing | 1, 1A, 1B, 2A, 2B, 3A, 3B |
| **Agosto** | | | | |
| 211-201-027 | 3021 12th Street | Residential | Single family | 1A, 1B*, 2A, 2B*, 3A, 3B* |
| **Ballesteros** | | | | |
| 211-201-028 | 3009 12th Street | Residential | Single family | 1A, 1B*, 2A, 2B*, 3A, 3B* |
| 3010 Street LLC | | | | |
| 211-201-030 | 3010 11th Street | Industrial | Vacant | 1, 1A, 1B, 2A, 2B, 3A, 3B |
| **CATJWTJXT LLC** | | | | |
| 211-191-021 | 2989 10th Street | Industrial | Warehouse | 2A, 2B |
| 211-191-032 | 3075 10th Street | Industrial | Warehouse | 2A, 2B |
| **Martinez** | | | | |
| 211-191-028 | 3006-3016 9th Street | Residential | Multi-family (6 units) | 2A, 2B |
| **Tekelian** | | | | |
| 211-191-004 | 2994 9th Street | Residential | Multi-family (2 units) | 2A, 2B |

**Partial acquisition that would not result in a displacement*

*Source: HELIX Environmental Planning, Inc., 2021*

## 4.4.2. Environmental Consequences

The Project would result in an impact or effect if the alternative would displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

### NO BUILD ALTERNATIVE

Because no improvements would be made to the Riverside-Downtown Station, no acquisitions and displacements would be required.

### BUILD ALTERNATIVE

#### Non-Residential Acquisitions and Displacements

##### *3087 12th Street (Build Alternative and All Design Options)*

This non-residential facility is comprised of seven parcels (211-201-004, 211-201-006, 211-201-007, 211-201-008, 211-201-026, 211-201-037, and 211-201-039) encompassing 6.87 acres that is developed with an industrial manufacturing business (Prism Aerospace) that contains a 155,006-sf manufacturing building in the southwest portion of the overall facility site that includes a main manufacturing area, breezeway, steel warehouse, machine room, and side warehouse. This facility also includes a 23,200-sf mezzanine that contains office space, a large paved storage area, a 5,240-sf office/storage building along 10th Street, and an unpaved area for additional storage and parking in the northeast portion of the facility. The property comprises most of the block zoned for industrial use and is bounded by 12th Street on the south, Howard Avenue on the east, 10th Street on the north, and Station on the west. Access is provided from 12th Street and 10th Street. Prism Aerospace has been in business for almost 7 years, employs approximately 50 employees, and has an annual revenue of approximately $12,000,000 (HELIX, 2021).

The property was originally constructed in 1940 and most recently renovated for repairs in 2017. The buildings are of average quality construction and are in fair condition. No deferred maintenance is apparent based on property inspections.

Implementation of the Build Alternative and all design options would result in full acquisition of this property and displacement and relocation of this business.

##### *3010 11th Street (Build Alternative and All Design Options)*

This 0.36-acre parcel (APN 211-201-030) is located along Howard Avenue near the intersection of Howard Avenue and 11th Street. The property is vacant industrial land with no structural improvements and currently contains partial perimeter fencing in disrepair and a graded unpaved lot. The site is also sometimes used for storage of equipment and vehicles. The property is considered a legally non-conforming use within the Riverside Marketplace Specific Plan with an Industrial Park Sub-area designation because a site must be at least 1 acre in size to conform to zoning standards. The Prism Aerospace facility is located to the west and north, and two single-family parcels are located to the south. Access is provided along Howard Avenue.

Implementation of the Build Alternative and all design options of would result in full acquisition of this property and displacement of the industrial land.

##### *2989 – 3075 10th Street (Build Alternative and Design Options 2A and 2B)*

This property consists of two contiguous parcels (APNs 211-191-021 and 211-191-032) encompassing 0.77 acres located on the north side of 11th Street immediately southeast of the Station parking lot. The property is developed with two attached warehouse buildings with a total area of 17,529 sf. An industrial business, West Coast Standards, Inc., currently occupies the property and operates an automotive supply business. Access is provided via 10th Street. West Coast Standards has been in business for 14 years, employs 6 people, and has an annual revenue of approximately $1,200,000 (HELIX, 2021).

The buildings were constructed between 1991 and 1993 and are of average quality construction and in average condition. No deferred maintenance is apparent based on property inspections.

Implementation of the Build Alternative and Design Options 2A and 2B would result in full acquisition of this property and displacement of this business.

#### Residential Acquisitions and Displacements

Residential displacements would potentially occur on four parcels depending on the Design Option. Each potentially affected parcel is described below.

##### *3021 12th Street (Build Alternative and Design Options 1A, 2A, and 3A)*

This 0.16-acre property (APN 211-201-027) is located near the northwest corner of the 12th Street/Howard Avenue intersection and is developed with a single-family residence. The house encompasses 952 sf and includes three bedrooms and one bathroom. A detached garage is located in the rear portion of the lot. This property is immediately adjacent to the industrial manufacturing facility (Prism Aerospace) on the west that occupies the remainder of the block. The house fronts 12th Street and vehicular access is provided from a driveway along 12th Street.

The residential structures were constructed circa 1900 and are considered a legally non-conforming use within the Riverside Marketplace Specific Plan (City of Riverside, 1991), Industrial Sub-Area zoning designation. The buildings are of average quality construction and are in average condition. No deferred maintenance is apparent based on property inspections.

Implementation of the Build Alternative and Design Options 1A, 2A, and 3A would result in full acquisition of this parcel and displacement of this residence. Design Options 1B, 2B, and 3B would require partial acquisition of the parcel, but would not result in displacement.

#### *3009 12th Street (Build Alternative and Design Options 1A, 2A, and 3A)*

This residential property (APN 211-201-028) encompasses 0.21 acre and is located at the northwest corner of the 12th Street/Howard Avenue intersection. It is developed with one single-family residence that consists of 1,198 sf and includes three bedrooms and one bathroom. A detached garage is located adjacent to the house, which fronts both Howard Avenue and 12th Street. This property abuts the residential property described above to the west, vacant industrial land to the north, Howard Avenue to the east, and 12th Street the south Like the adjacent residential property, it is situated on the block primarily occupied by the industrial manufactory facility (Prism Aerospace).

The buildings were constructed in 1928 and represent a legally non-conforming use within the Riverside Marketplace Specific Plan (City of Riverside, 1991), Industrial Sub-Area zoning designation. The buildings are of average quality construction and are in average condition. No deferred maintenance is apparent based on property inspections.

Implementation of the Build Alternative and Design Options 1A, 2A, and 3A would result in full acquisition of this parcel including displacement and relocation of this residence. Design Options 1B, 2B, and 3B would require partial acquisition of the parcel, but would not result in displacement and relocation.

#### *3006 – 3016 9th Street (Build Alternative and Design Options 2A and 2B)*

This 0.18-acre parcel (APN 211-191-028) is located at the south side of 9th Street and immediately adjacent to the existing Station parking lot. It is developed with two multi-family structures encompassing a total of 3,751 sf within six units. The building closest to 9th Street is two stories and consists of 2,639 sf, and the rear building is also two stories and consists of 1,112 sf. An industrial business (West Coast Standards) is located to the south, and residential uses are located to the east and north. Access to both buildings is provided via one driveway along 9th Street.

Both structures were constructed around 1930 and represent a legally non-conforming use within the Riverside Marketplace Specific Plan (City of Riverside, 1991) with General Industrial designation. The buildings are of average quality construction and are in average condition. No deferred maintenance is apparent based on property inspections.

Implementation of the Build Alternative and Design Options 2A and 2B would result in full acquisition of this parcel and displacement of these residences.

#### *2994 9th Street (Build Alternative and Design Options 2A and 2B)*

This residential property (APN 211-191-004) encompasses 0.24 acre and is located directly east of the residential property above. The parcel is developed with two detached residential units and a detached garage that encompasses a total area of 1,391 sf. The front unit consists of 1,011 sf and is configured similar to a single-family home. There is also a smaller rear unit that consists of approximately 380 sf and a detached 270-sf, one-car garage. Access is provided along 9th Street.

The structures were built in approximately 1938 and represent a legally non-conforming use within the Riverside Marketplace Specific Plan (City of Riverside, 1991) with a Business and Manufacturing Park designation. No deferred maintenance is apparent based on property inspections.

Implementation of the Build Alternative and Design Options 2A and 2B would result in full acquisition of this parcel and displacement of these residences.

### Temporary Construction Easements

No additional property would be required for TCEs. All construction staging would occur on the Riverside-Downtown Station and acquired property. Temporary staging may occur on adjacent city roadways; construction and staging on roadways would maintain access to surrounding properties and not result in displacement.

## 4.4.3. Avoidance, Minimization, and/or Mitigation Measures

With the implementation of the following measure REL-1, impacts related to relocations and displacement are anticipated to be less than significant.

- REL-1: In accordance with the federal Uniform Relocation Assistance and Property Acquisition Act of 1970 as amended (42 USC § 4601-4655), provide compensation and relocation assistance to eligible recipients for partial or full property acquisitions.

## 4.5. Environmental Justice

This project has been developed in accordance with Title VI of the Civil Rights Act of 1964, as amended, and EO 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." Title VI states that "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." EO 12898 requires each federal agency (or its designee) to take the appropriate and necessary steps to identify and address "disproportionately high and adverse" effects.

Minority populations as they apply to environmental justice are defined as:

- Black – person having origins in any of the black racial groups of Africa.
- Hispanic – a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
- Asian American – A person having origins in any of the original peoples of the Far East, Southeast Asia, Indian subcontinent, or Pacific Islands.
- American Indian and Alaskan Native – A person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or recognition.

Low-income populations as they pertain to environmental justice are defined as a person whose household income is at or below the U.S. Department of Health and Human Services poverty guidelines. For 2020, this was $26,200 for a family of four.

### 4.5.1. Affected Environment

This section describes the population and income characteristic of the CIA study area, City of Riverside, and County of Riverside. This section identifies which of those communities have characteristics of environmental justice populations. The environmental justice analysis was conducted using census information from the U.S. Census Bureau 2014-2018 ACS 5-Year Narrative Profile for the referenced populations of Census Tract 304 Block 1, 3, and 5 and for Riverside County and the City of Riverside.

Table 4-13 and Table 4-14 compare the race and ethnicity characteristics of the populations of the CIA study area, the City of Riverside, and the County of Riverside in 2018. Hispanic/Latino people of any race make up the largest share of the population; the vast majority of the population within the CIA study area is Hispanic/Latino at approximately 90 percent, while a little over half of the city (53 percent) and a little under half of the county (48 percent) is Hispanic/Latino. Non-Hispanic/Latino White and Black populations are slightly less than three percent of the CIA study area population. While this figure does not vary greatly from the approximately six percent Black population of the city and county, there is a large discrepancy between the Non-Hispanic/Latino White population of the CIA study area and the over 30 percent share of White residents that make up the city and county.

As shown in Table 4-13, minority populations account for 61.3 percent of the population in Riverside County, with the highest minority concentration being Hispanic (48.4 percent). However, minority population concentrations are higher in the CIA study area at 96.9 percent (highest concentration of the minority population is Hispanic at 91.5 percent) indicating the CIA study area has a minority environmental justice population.

**Table 4-13. Population, Race, and Ethnicity (2018)**

| Area | Non-minority Population (%) | Unknown | Minority Population (%) | | | | | |
|---|---|---|---|---|---|---|---|---|
| | White Alone, non- Hispanic | Two or More Races | Hispanic | African American | Asian | American Indian and Alaska Native | Native Hawaiian and Other Pacific Islander | Total Minority Population |
| Study Area | 2.7 | 0.8 | 91.5 | 2.8 | 1.7 | 0.3 | 0.6 | 96.9 |
| City of Riverside | 30.3 | 2.6 | 53.3 | 5.7 | 7.2 | 0.3 | 0.2 | 66.7 |
| Riverside County | 35.9 | 2.5 | 48.4 | 6.1 | 6.2 | 0.4 | 0.2 | 61.3 |

*Source: U.S. Census Bureau, ACS, 2014-2018*

As shown in Table 4-14, the CIA study area has a higher percentage of population below the poverty level than the City and County of Riverside, indicating the CIA study area has low-income environmental justice population.

**Table 4-14. Economic and Income Characteristics (2018)**

| Area | Total in Civilian Labor Force | Total Unemployed | Unemployment Rate | Median Household Income | Percent Below Poverty |
|---|---|---|---|---|---|
| Study Area | 1,713 | 232 | 13.5% | $40,228 | 25.5% |
| Riverside City | 162,124 | 13,090 | 8.1% | $65,313 | 15.6% |
| Riverside County | 1,102,504 | 94,709 | 8.6% | $63,948 | 14.7% |

*Source: U.S. Census ACS, 5-Year Estimates 2014-2018*

The CIA study area has a significantly higher proportion of Hispanic/Latino population (91.5 percent) than both the city (53.3 percent) and county (48.4 percent) and has a larger percentage of those living below the poverty line (25.5 percent) and a lower median income ($40,228) than either the city (15.6 percent and $65,313) or county (14.7 percent and $65,948). However, Block Group 3 (one of the three census block groups that makes up the CIA study area) has a notably higher median income ($73,571) and lower percentage of population living below the poverty line (5.3 percent) than the rest of the CIA study area, city, and county. The makeup of minority population is relatively similar across census block groups within the CIA study area. Because of the predominant Hispanic/Latino population residing in the CIA study area and proportion of the population living below the poverty line, the proposed Project may have the potential to affect an environmental justice population.

## 4.5.2. Environmental Consequences

Before determining whether environmental justice communities would experience disproportionately high and adverse effects as a result of a project, it must be determined what the potential for impacts is to the population at large. This section reviews the Project's potential impacts and whether they would be disproportionately borne by environmental justice populations.

### TEMPORARY IMPACTS (CONSTRUCTION)

#### Access and Circulation

Trips generated by construction activities would add additional traffic on the local roadway network and may temporarily affect level of service (LOS) at the CIA study area roadways and intersections. Existing transit service and bicycle traffic may experience minor delays due to potential construction-related traffic and activities. These potential delays and inconveniences may occur to transit and bicycle facilities as adjacent roadway lanes would be occupied intermittently throughout the construction phase and may require temporary street and/or lane closures which may affect access to transit service and bicycle use near the construction site. RCTC will ensure that transit service (including Metrolink) and bicycle access within the Riverside-Downtown Station would be maintained throughout the duration of construction. In the event of street and/or lane closures, detour routes will be identified and signage within the affected area would be posted to maintain mass transit and non-motorized routes.

In addition, heavy trucks and construction equipment may result in temporary construction-related air quality/dust, noise, and lane and/or street closures to accommodate construction activities and ingress/egress movements to and from the project site, which may affect local circulation and access to nearby residences and businesses as construction activities encroach into local streets adjacent to the project site. In the event of temporary lane and/or street closures, alternate routes and signage will be provided and access to and from residences and businesses will be maintained throughout the duration of construction.

In some instances, existing sidewalks and adjacent roadway lanes would be occupied intermittently throughout the construction phase to accommodate sidewalk reconstruction and other streetscape improvements. Alternate pedestrian access, bicycle and vehicle detours would be provided to and from the Riverside-Downtown Station and adjacent residences and businesses throughout the duration of construction.

Construction activities would result in the presence of temporary construction-related roadway hazards in the traffic and CIA study area. Existing roadways and intersections may be subject to temporary detours and lane blockages adjacent to the Riverside-Downtown Station at multiple locations throughout the traffic and CIA study area. Local roadways may be subject to temporary lane and/or street closures that could be intermittently occupied by construction equipment.

With the implementation of air quality, environmental justice, noise, and traffic measures to ensure traffic safety, reduce accident hazards, minimize construction-related air quality/dust, noise, traffic congestion, detour routes, and minimize inconveniences to commuters and local residences and businesses, impacts would be anticipated to be less than significant. Therefore, environmental justice populations would not experience disproportionately high and adverse effects.

#### Community Character and Cohesion

All design options would require local roadway work that may include temporary full or partial roadway closures and detours. Project construction activities would be temporary in duration and confined to the site and would not likely have effects substantially different from the same types of effects associated with typical construction activities in Southern California.

RCTC would need to coordinate with the city to ensure roadway construction does not interfere with CIA study area residents' access to community services and resources and local access is maintained. With access maintained, it is not anticipated temporary roadway work would result in impacts to community character and cohesion during construction.

Coordination with the city to prevent roadway construction from interfering with residents' access to community resources and facilities would avoid significant impacts to community character and cohesion. Thus, environmental justice populations would not experience disproportionately high and adverse effects.

#### Parks and Recreation

Construction activities would result in temporary, localized, site-specific disruptions to the local roadways serving two parks in the proposed project area. Access will be maintained to these parks and should not result in a change in activity level to parks in

the area. With access maintained, environmental justice populations would not experience disproportionately high and adverse effects.

### Relocations

TCEs may be required if the design option for the Howard Avenue Extension is selected. All construction staging would occur on the Riverside-Downtown Station and acquired property. Temporary staging may occur on adjacent city roadways; construction and staging on roadways would maintain access to surrounding properties and not result in displacement.

## PERMANENT IMPACTS (OPERATIONS)

### Access and Circulation

Although the proposed Project is anticipated to generate additional traffic and increase the delay at most of the CIA study area intersections, the incremental increase in delay and change in LOS are not projected to result in significant impacts during the operations of the proposed Project because the peak-hour LOS does not change from above to below the acceptable LOS threshold. The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. Therefore, the proposed Project is not anticipated to result in significant impacts at any of the CIA study area intersections under future condition scenarios. Therefore, environmental justice populations would not experience disproportionately high and adverse effects on access and circulation.

### Noise

A Noise and Vibration Study (Helix, 2021) was prepared for the Build Alternative and all design options. The proposed Project would remove an existing building that is effectively abating existing noise from nearby the existing Riverside-Downtown Station, SR 91 freeway and local roadways. As a result, noise impacts are anticipated at existing residences and at a park. It is anticipated that first row homes near the station would experience noise impacts. Implementation of a soundwall would be used to attenuate operational noise levels. Additionally, the implementation of a construction noise management plan would be used to reduce construction related noise. Noise abatement would be implemented prior to the completion of the station improvements and the type of noise abatement will be determined by RCTC during the final design phase of the project.

### Community Character and Cohesion

As no large-scale residential acquisitions would be required, barriers erected, community facilities or services displaced, or neighborhood access reduced, the Project's permanent condition for all design options would result in less than significant impacts to community character and cohesion. Thus, environmental justice populations would not experience disproportionately high and adverse effects on community character and cohesion.

### Relocations

The Build Alternative and all design options would require the relocation of the 6.87-acre Prism Aerospace (formerly occupied by Food Machinery and Chemical Corporation [FMC Corp.]) industrial/manufacturing business and a vacant industrial parcel. As Prism Aerospace is an aerospace warehouse and manufacturing businesses, it does not particularly serve the material or cultural needs of environmental justice communities. Thus, its displacement would not result in a disproportionately high and adverse effect to environmental justice populations.

Parking Design Options 2A and 2B would require the relocation of the 0.77-acre West Coast Standards industrial business. As West Coast Standards is an automotive supply business, it does not particularly serve the material or cultural needs of environmental justice communities. Thus, its displacement would not result in a disproportionately high and adverse effect to environmental justice populations.

Parking Design Options 1A, 2A, and 3A would displace two three-bedroom single family residences. While the residential community of the CIA study area is predominately made up of environmental justice populations, the displacement and relocation of two of the 605 households in the CIA study area would not result in a disproportionately high and adverse effect to environmental justice populations as there is available suitable housing stock within 10 miles of the displaced properties.

Parking Design Options 2A and 2B would displace two multifamily residences, one comprised of two units and the other of six. While the residential community of the CIA study area is predominately made up of environmental justice populations and those that reside in multifamily residences are disproportionately low income, the displacement and relocation of eight of the 298 multifamily housing units in the CIA study area would not result in a disproportionately high and adverse effect to environmental justice populations environmental justice populations as there is available suitable housing stock within 10 miles of the displaced properties.

### Utilities and Public Services

Utilities would be protected in place or relocated on-site. A city irrigation well, currently located where the third platform and added track are proposed, would need to be abandoned. RCTC will coordinate with utility owners prior to abandonment to avoid or minimize service disruption during construction. This abandonment is not anticipated to impact the city's municipal water supply.

Permanent changes to the roadway network would increase, rather than decrease, access to the neighborhood, thus, access for emergency services would remain unchanged or improve. As the Project does not increase the number of residents or businesses living in or operating in the CIA study area, city, or county, it is not expected that the Project would induce demand for new or expanded utilities or emergency services.

The Project would not conflict. Therefore, environmental justice populations would not experience disproportionately high and adverse effects on utilities and public services.

### 4.5.3. Avoidance, Minimization, and/or Mitigation Measures

With the implementation of Measure EJ-1, impacts related to environmental justice populations are anticipated to be less than significant.

- EJ-1: RCTC will continue to proactively engage the affected community to reduce cultural, language, and economic barriers to participation in the environmental process and project development.
- AQ-1: In accordance with SCAQMD Rule 403, fugitive dust emissions from the project site shall be controlled by regular watering or other dust preventive measures, as specified in SCAQMD Rule 403:
  - Minimize land disturbed by clearing, grading, and earth moving, or excavation operations to prevent excessive amounts of dust.
  - Provide an operational water truck on-site at all times; use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas; watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done.
  - Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
  - Securely cover trucks when hauling materials on or off-site.
  - Stabilize the surface of dirt piles if not removed immediately.
  - Limit vehicular paths and limit speeds to 15 miles per hour on unpaved surfaces and stabilize any temporary roads.
  - Minimize unnecessary vehicular and machinery activities.
  - Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
  - Revegetate or stabilize disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.
  - These dust control techniques shall be included in project specifications and shall be implemented by the construction contractor.
- NOI-1: Construction Noise Management Plan.
  - Noise levels from project-related construction activities shall not exceed the noise limits specified by FTA when measured at the noise-sensitive land use. The following measures may be included as feasible to reduce construction noise:
  - Construction equipment to be properly outfitted and maintained with manufacturer-recommended noise-reduction devices.
  - Diesel equipment to be operated with closed engine doors and equipped with factory-recommended mufflers.
  - Mobile or fixed "package" equipment (e.g., arc-welders and air compressors) to be equipped with shrouds and noise control features that are readily available for that type of equipment.
  - Electrically powered equipment to be used instead of pneumatic or internal-combustion powered equipment, where feasible.
  - Unnecessary idling of internal combustion engines (e.g., in excess of 5 minutes) to be prohibited.
  - Material stockpiles and mobile equipment staging, parking, and maintenance areas to be located as far as practicable from noise sensitive receptors.
  - The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.
  - No project-related public address or music system shall be audible at any adjacent sensitive receptor.
  - Temporary sound barriers or sound blankets shall be installed between construction operations and adjacent noise-sensitive receptors. Due to equipment exhaust pipes being approximately 7 to 8 feet above ground, a sound wall at least 10 feet in height above grade may be utilized. To effectively reduce noise levels, the sound barrier shall be constructed of a material with a minimum weight of two pounds per square foot with no gaps or perforations and remain in place until the conclusion of demolition, grading, and construction activities.

  - RCTC shall notify residences within 100 feet of the project's property line in writing within two weeks of any construction activity such as demolition, asphalt removal, and/or heavy grading operations. The notification shall describe the activities anticipated, provide dates and hours, and provide contact information with a description of a complaint and response procedure.
  - The on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process for the affected resident shall be established prior to construction commencement to allow for resolution of noise problems that cannot be immediately solved by the site supervisor.
- T-1: A TMP would be developed in coordination with the City of Riverside and emergency responders during the final design phase and would be implemented prior to and during construction to ensure traffic safety, minimize construction-related traffic congestion, detour routes, and minimize inconveniences to commuters, local residences, and businesses. At a minimum, the TMP would include appropriate signage, identification of alternate/detour routes, incident management, construction strategies, on-site and off-site street circulation, and anticipated temporary traffic lane closures.

# 5.0 Traffic and Transportation/Pedestrian and Bicycle Facilities

While commuter rail projects typically improve regional access, they may also affect local access and circulation. The analysis of access and circulation impacts should evaluate whether the project would impede or enhance the ability of residents to move freely about the neighborhood.

## 5.1. Affected Environment

### 5.1.1. Access, Circulation and Parking

The City of Riverside and access to the Riverside-Downtown Station are served by freeways the SR 91, I-215, SR 60 (Mission Inn Avenue), major arterials (14th Street and Lime Street/Olivewood) and connected streets (Vine Street, Commerce Street, 12th Street, 10th Street, 11th Street, 13th Street and Howard Avenue that provide access to the Riverside-Downtown Station.

### 5.1.2. Public Transportation

The City of Riverside General Plan 2025 (Transit Facilities in the Transportation/Traffic Section) locates the transit routes and stations within the City of Riverside. The CIA study area coincides with many of the Riverside Transit Authority (RTA) bus routes, including routes: 1, 10, 12, 13, 14, 15, 16, 29, 41, 49, 200, and 208. The proposed project does not include relocated or new bus services. The existing station will continue to serve the surrounding community. The project involves expansion to the existing downtown station and thus also lies within the Riverside Metrolink, SR 91, PV, and IEOC Rail Corridors. Other bus routes providing services to Riverside-Downtown Station include the Sun Line Transit Agency Commuter Link 220 ,Omnitrans 215, Megabus and Flixbus. In addition to public transit routes to the Riverside-Downtown Station, free Metrolink Shuttle service is available to and from the station along local streets traversing Vine Street, University Avenue, Market Street, 10th Street, Lemon Street, and 14th Street.

#### METROLINK

SCRRA or Metrolink is a joint powers authority established in 1991 to plan, design, build, and operate passenger rail service in the Southern California region. Metrolink provides regional passenger rail service in Los Angeles, Riverside, San Bernardino, and Ventura counties and the City of Oceanside in San Diego County. The Riverside-Downtown Station provides connections between three of Metrolink's seven regional lines:

- 91/PVL
- Inland Empire-Orange County Line
- Riverside Line

### 5.1.3. Parking Facilities

The Riverside-Downtown Station provides free on-site parking at two parking lots located adjacent to the station at Vine Street and 10th Street. There are currently 1,115 parking spaces and 25 handicapped spaces available. On-street parking is permitted along nearby streets at the station: Vine Street, 9th Street, 10th Street, and Commerce Street.

### 5.1.4. Bicycle and Pedestrian Facilities

The main components of the pedestrian circulation system are sidewalks and crosswalks. Most developed properties within the CIA study area are improved with paved sidewalks. While the city requires installation of sidewalks in conjunction with new development, some older local streets in the CIA study area built before this requirement took effect do not have sidewalk improvements adjacent to the developed parcel. These properties without paved sidewalks are located along residential homes on 12th Street, several residences along Howard Avenue, industrial building and vacant lots along Howard Avenue, and an industrial building along 10th Street

Within the CIA study area roadways, there are no dedicated Class I (bike path) and Class II (bike lanes) bicycle facilities. Currently, bicycles share the roadway with vehicles along the roadways near the project site. At the Riverside-Downtown Station, bicycle racks and lockers are provided on site.

## 5.2. Environmental Consequences

Community impacts as it pertains to access and circulation were drawn from analysis from the Riverside-Downtown Station Draft Traffic Impact Assessment (2020). The traffic impact assessment includes additional detailed background data and analysis of transportation and traffic conditions and impacts.

The Project would result in an impact or effect if the alternative would:

- Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
- Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- Result in inadequate emergency access?

### 5.2.1. No Build Alternative

Under the No Project Alternative, implementation of improvements at the Riverside-Downtown Station would not be constructed and the current configuration of the station would remain the same. Although there would be no project-related impacts to environmental resources, the No Build Alternative would not meet the project objectives or improve operations to accommodate the 91/PV and IEOC Lines. Train capacity and storage would be limited to the existing platforms. The No Build Alternative would not result in any temporary and permanent impacts to the CEQA thresholds.

### 5.2.2. Build Alternative

Other than potential short-term access disruptions related to project construction, no permanent barriers to neighborhood access are expected to result from the Project. Existing access points and circulation routes to and from the residential neighborhoods in the CIA study area would all remain open once the Project is completed and, under some design options, new pedestrian and vehicle access would be added. This would have beneficial effects on access to the residential neighborhoods and for the Metrolink station.

#### TEMPORARY IMPACTS (CONSTRUCTION)

Under the Build Alternative and all design options, construction of the Project would include construction workers, the import and export of materials and equipment, and the localized movement of equipment to and from multiple locations within the traffic and CIA study area. Construction of the Project is anticipated to occur over an approximately 2-year time period and anticipated to begin in 2023 and completed by 2025. Existing transit service and bicycle traffic may experience minor delays due to potential construction-related traffic and activities. These potential delays and inconveniences may occur to transit and bicycle facilities as adjacent roadway lanes would be occupied intermittently throughout the construction phase and require street and/or lane closures which may affect transit service and bicycle use near the construction site.

In addition, heavy trucks and construction equipment may result in temporary lane and/or street closures to accommodate construction activities and ingress/egress movements to and from the project site, which may affect local circulation and access to nearby residences and businesses as construction activities encroach into local streets adjacent to the project site. These roadways that may require temporary lane and street closures include: Howard Avenue, Commerce Street, 12th Street, 11th Street, 10th Street and 9th Street. In the event of temporary lane and/or street closures, alternate routes and signage will be provided and access to and from residences and businesses will be maintained throughout the duration of construction.

Construction activities would primarily be contained within the project site boundaries. In some instances, existing sidewalks and adjacent roadway lanes would be occupied intermittently throughout the construction phase to accommodate sidewalk reconstruction and other streetscape improvements. Alternate pedestrian access, bicycle and vehicle detours would be provided to and from the Riverside-Downtown Station and adjacent residences and businesses throughout the duration of construction.

A TMP will be developed prior to project construction and will be implemented during construction to ensure traffic safety, reduce accident hazards, minimize construction-related traffic congestion, detour routes, and minimize inconveniences to commuters and local residences and businesses. At a minimum, the TMP must include appropriate signage, identification of alternate/detour routes, incident management, construction strategies, on-site and off-site street circulation, planned haul routes, anticipated temporary traffic lane closures, demand management and a public awareness campaign. The project construction contractor shall follow the plan and coordinate with the city in advance if any deviations or changes to the plan are necessary.

#### PERMANENT IMPACTS (OPERATIONS)

The Project is anticipated to generate some additional traffic within the local street network. Potential operational impacts of the proposed station improvements to the circulation system, transit service, roadway, bicycle, and pedestrian facilities as it relates to the City of Riverside's General Plan transportation objectives are analyzed below.

##### Transit Service

The Riverside-Downtown Station is a local transit hub served by the following transit agencies and bus routes: RTA bus routes, 1, 15, 29, and 49; Commuter Link Express routes 200 and 208; Sun Line Route 220; OmniTrans Route 215, Megabus, Flixbus and

local shuttle service (Route 54) provided by MetroLink. In addition to bus service, the station provides regional transit service via Metrolink and Amtrak trains.

Upon completion of the proposed Project, the station improvements would not result in permanent impacts to existing local and regional transit service and would be compatible with Metrolink and Amtrak regional train service. The proposed station improvements would benefit mass transit within the City of Riverside and surrounding communities; expansion of the existing station infrastructure would enhance access for station users and accommodate projected future travel demand, which could encourage and promote transit ridership.

### Pedestrian and Bicycle Facilities

The proposed Project and all design options would require property acquisitions to construct station improvements. Some of the proposed acquisition parcels are currently constructed without sidewalks, which include existing residential properties along 12th Street (for Parking Design Options 1A, 2A, and 3A) and industrial properties along Howard Avenue. As a result of the redevelopment of these existing properties to transportation uses, sidewalks immediately adjacent to the station would be reconstructed to meet the latest City of Riverside and to ADA standards, which would enhance pedestrian facilities within the perimeter of the station. Other proposed ADA compliant pedestrian facility improvements at the Riverside-Downtown Station would include on-site improvements such as the extension of pedestrian access to the new Platform 3. Both sidewalk improvements and pedestrian access to the new platform would provide ADA access and enhance pedestrian access to and from the train station.

Existing bicycle facilities within the CIA study area would remain as a shared roadway facility between vehicles and bicycles within the CIA study area roadway network after the completion of the proposed Project. On-site bicycle racks within the station complex would be maintained during and after the construction of the station improvements. No permanent impacts to pedestrian and bicycle facilities would occur.

### Emergency Access

#### *Temporary Impacts (Construction)*

Construction of the station improvements would affect local circulation and access due to roadway and lane closures. Closures would require traffic detouring. Given that traffic would be diverted to nearby roadways, the LOS at adjacent intersections may temporarily be affected. As previously indicated above, delays are anticipated along roadways and intersections subject to street and lane closures and could affect emergency responders and access. Although construction would require some temporary roadway closures, not all of the roadway closures would occur at the same time, and other roadways would be available in the event of an evacuation to allow emergency vehicles access to the project site and the Riverside-Downtown Station.

The implementation of the preparation of a TMP would ensure that traffic flow and emergency access would be maintained at the project site and at the Riverside-Downtown Station throughout the course of construction activities. The TMP will require the use of temporary traffic controls to direct traffic around any street closures, identify ingress/egress points and designate construction haul routes to ensure that adequate emergency access is maintained during construction. Measure T-1 is proposed to avoid and minimize impacts during construction to a level less than significant.

#### *Permanent Impacts (Operations)*

Minimal project-related increase delays are expected at intersections within the CIA study area. Planned internal parking lot reconfiguration and associated modifications to fire lanes and access roads would not significantly affect emergency access, primarily because the Riverside-Downtown Station would be accessible to emergency service providers using the existing fire lanes. Emergency access would be provided at the expanded parking lot at various driveways to the west, south and east of the proposed station facility expansion, which would provide emergency and fire lane access to the southern side of the station. Planned internal roadway reconfigurations and associated modifications would be coordinated and approved by the City of Riverside Fire Department to ensure that adequate access is incorporated into the final design plans for emergency service providers. The proposed Project would not result in inadequate emergency access. Therefore, impacts would be less than significant.

## 5.3. Avoidance, Minimization, and/or Mitigation Measures

With the implementation of the following measure T-1, impacts related to traffic and transportation/pedestrian and bicycle facilities are anticipated to be less than significant.

- T-1: A TMP will be developed during the final design phase in coordination with the city and emergency service providers and will be implemented prior to and during construction to ensure traffic safety, reduce accident hazards, minimize construction-related traffic congestion, detour routes, and minimize inconveniences to commuters and local residences and businesses. At a minimum, the TMP must include appropriate signage, identification of alternate/detour routes, incident management, construction strategies, on-site and off-site street circulation, planned haul routes, anticipated temporary traffic lane closures, demand management and a public awareness campaign. The project construction contractor shall follow the plan and coordinate with the city in advance if any deviations or changes to the plan are necessary.

# 6.0 Public Involvement

## 6.1. Community Participation Program

As part of the environmental planning process, a notice of preparation (NOP) was filed on January 21, 2020. On January 17, 2020, a public notice of the NOP with the date and location of the scoping meeting was advertised in The Press Enterprise and La Prensa newspapers. One of the newspapers is a Spanish publication, La Prensa. The advertisements summarized the proposed Project, stated RCTC's intention to prepare a Draft Environmental Impact Report (EIR), and requested comments from interested parties. An electronic version of the notice was distributed via email to 132 contacts included in the project database. The email explained the meeting purpose, date, time, location, and brief project background.

RCTC also posted information about the scoping meeting on their social media accounts, including Facebook, Twitter, and Instagram. RCTC sent 4,521 postcards by U.S. mail 10 days prior to the scoping meeting. The catchment area for the mailing was a half-mile radius from the Riverside- Downtown Station. The postcard was developed to notify residents of the meeting, summarize the proposed Project, state RCTC's intention to prepare a Draft EIR, and instruct how to submit comments. To encourage attendance at the scoping meeting, the meeting notice postcard was posted on various support beams of the bench shelters at the Riverside-Downtown Metrolink Station on each platform.

On February 6, 2020, RCTC hosted a scoping meeting in conjunction with the City of Riverside and Metrolink for the Project. The scoping meeting provided an opportunity for the public, community, interest groups, media, and government agencies to obtain information, ask questions, and provide comments regarding the proposed Project. The meeting was open to the public for two and a half hours between 5:00 PM and 7:30 PM at Abraham Lincoln High School in the City of Riverside.

The meeting was formatted as an open house and attendees were invited to view exhibits, learn about the proposed Project, and speak with members of the Project team. Options for submitting comments included 1) submitting comment cards at the scoping meeting, 2) mailing comment cards after the scoping meeting, and 3) emailing comments to stationproject@rctc.org through Thursday, February 20, 2020.RCTC will continue to prepare the Draft EIR and will consider all comments received during the scoping process. When the Draft EIR is released for public comment, and public meeting/hearing will be conducted per CEQA/NEPA requirements.

RCTC will continue to engage the community throughout all phases of project development through construction.

## 6.2. Community Based Organizations

### 6.2.1. Lincoln Park Neighborhood Community Group

A representative from the Lincoln Park Neighborhood Community Group attended the scoping meeting. The Lincoln Park Neighborhood Community Group holds meeting every Wednesday of each month at Lincoln Park and meetings are open to the public.

### 6.2.2. Eastside Neighborhood Forum

The Eastside Neighborhood Forum meets on the first Thursday of each month at Bobby Bonds Park and meeting are open to the public.

### 6.2.3. Old Riverside Foundation

The Old Riverside Foundation is a nonprofit, civic organization incorporated on July 25, 1979. They are dedicated to recognition, appreciation, and preservation of the built environment (buildings, feats of engineering, parks, avenues, landscaping features, and archaeological remains) throughout Riverside and the Inland Empire. The Old Riverside Foundation responded to an invitation dated January 8, 2021 to be an interested party as part of the historic resources consultation process and provided comments on February 17, 2021. On May 6, 2021 RCTC met with the Old Riverside Foundation to provide a project update and to discuss historic and culturally significant resources within the project Area of Potential Effect.

## 6.3. Agency Partners/Stakeholders

- Federal Transit Administration
- City of Riverside, including the Cultural Heritage Board
- County of Riverside
- South Coast Railroad Authority/Metrolink
- BNSF
- UPRR
- Old Riverside Foundation
- State Historic Preservation Officer
- Tribal Cultural Preservation Officer
- Department of the Interior
- California Public Utilities Commission
- Riverside Public Utilities
- Riverside Unified School District
- University of California Riverside

## 6.4. Outreach to Minority and Low-Income Communities

Almost 97 percent of the population in the CIA study area is Hispanic. An NOP with the date and location of the scoping meeting was translated into Spanish and advertised in La Prensa newspapers. La Prensa is a Spanish publication, La Prensa. Comment cards and project information and Spanish translation was available to encourage understanding and participation at the meeting.

Future project notices and information for the public will be available in Spanish or translated into Spanish upon request and translators will be available at public in-person and at virtual meetings. Accommodations will also be made for public that may not have access to computers, for example hard copies can be made available upon request and telephones lines will be available at virtual public meetings so the public will be able to call-in to encourage participation.

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# Appendix A. Enlarged Maps and Diagrams

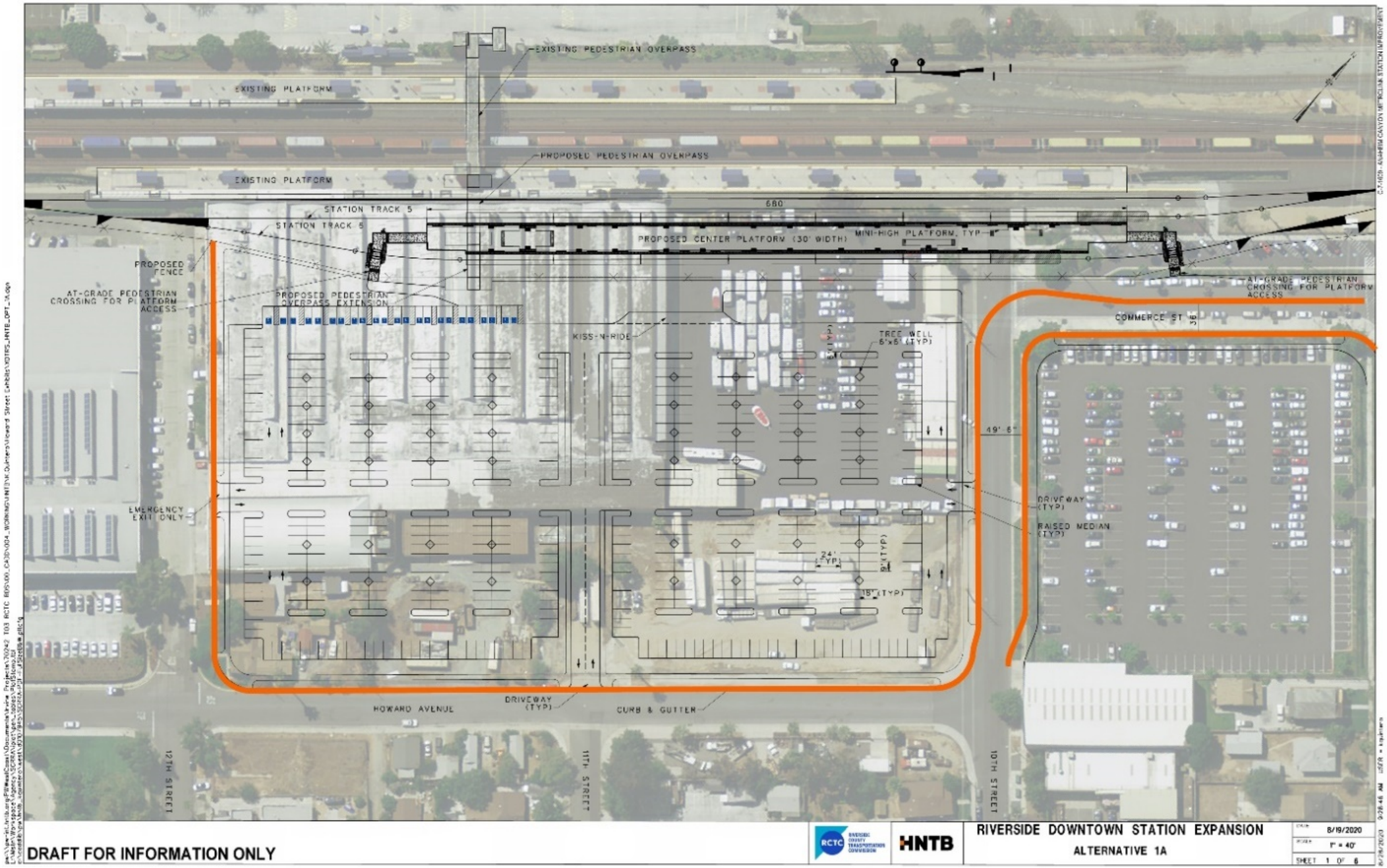


**Figure A. 1: Build Alternative with Parking Option 1A**

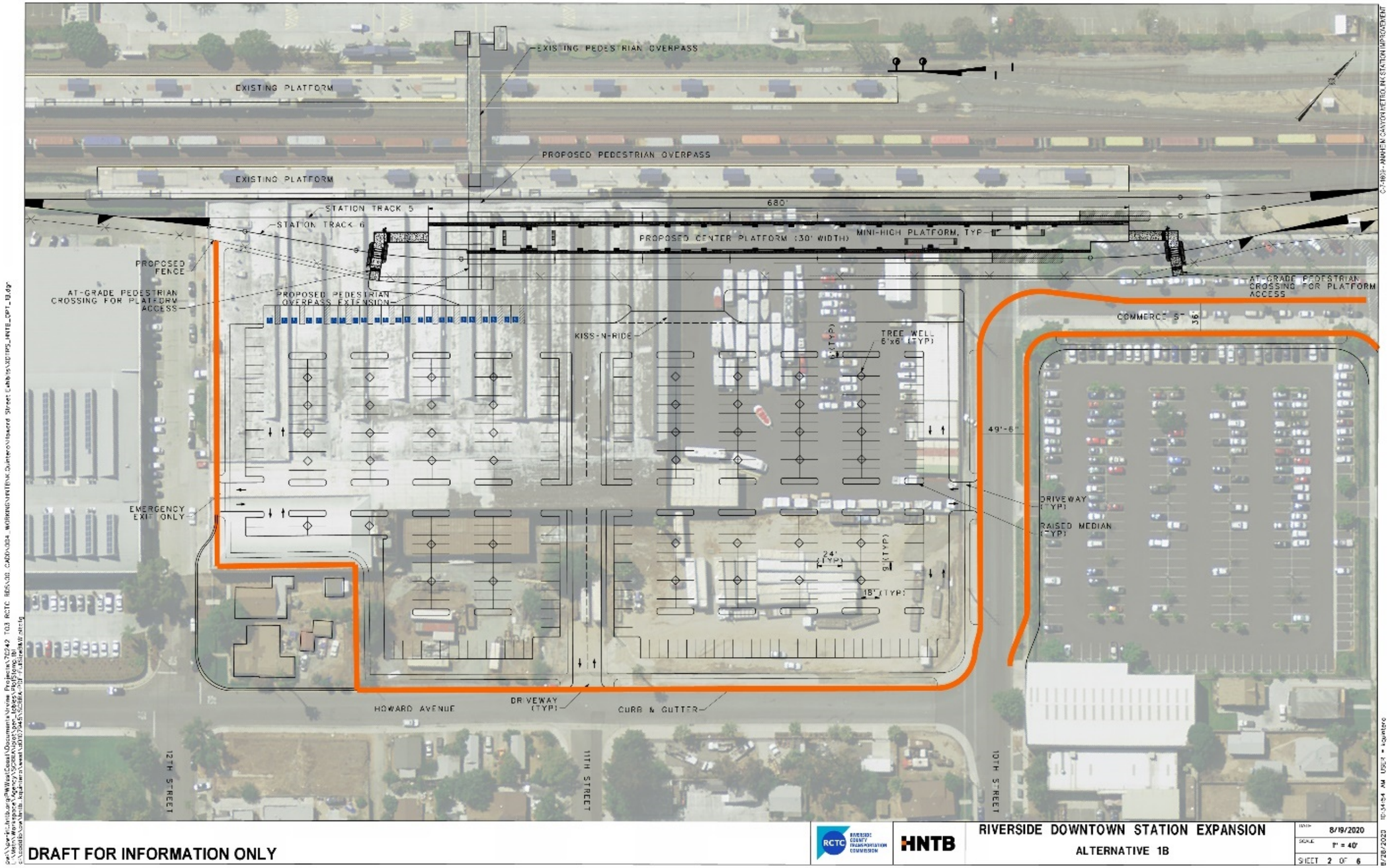


**Figure A. 2: Build Alternative with Parking Option 1B**

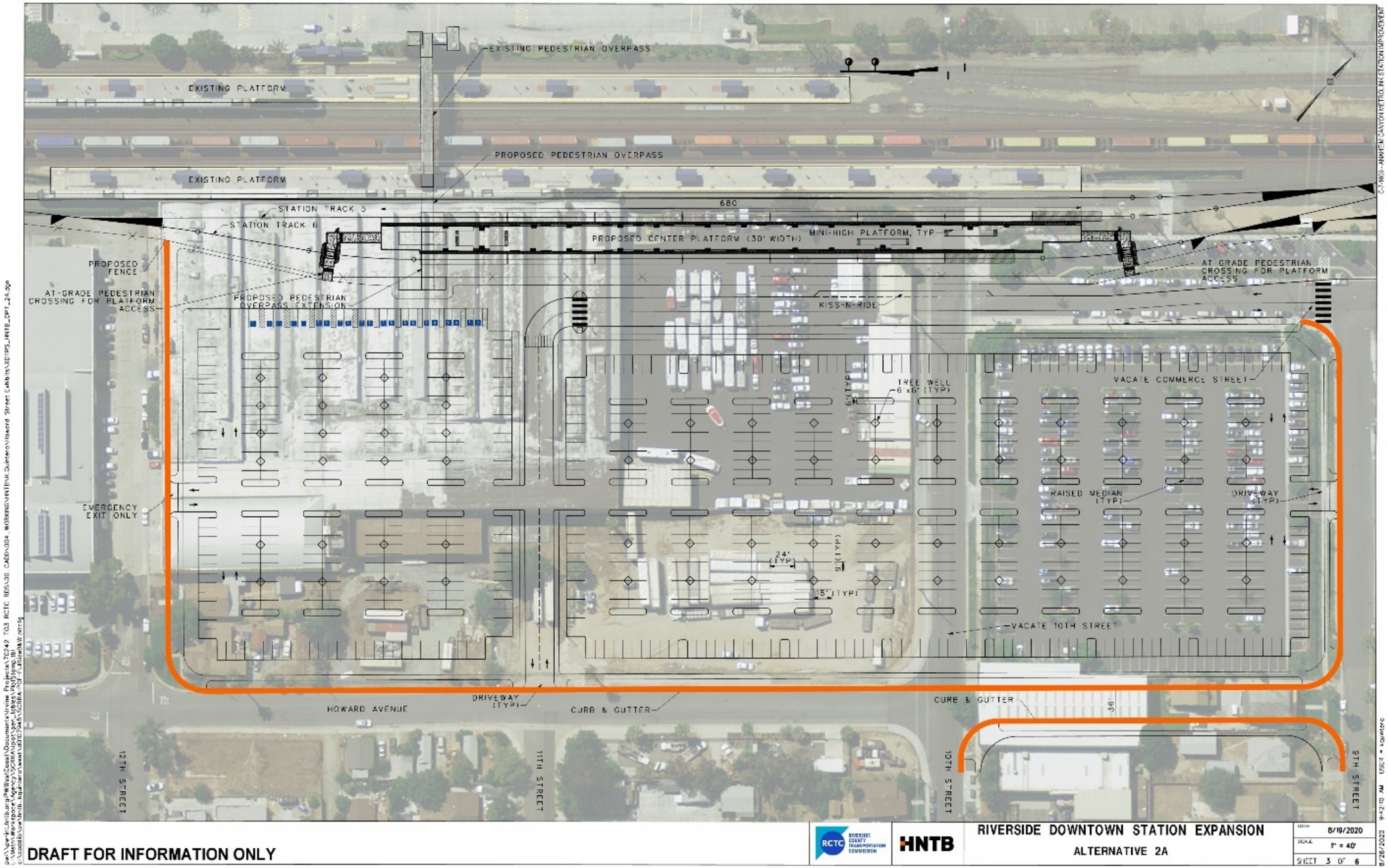


**Figure A. 3: Build Alternative with Parking Option 2A**

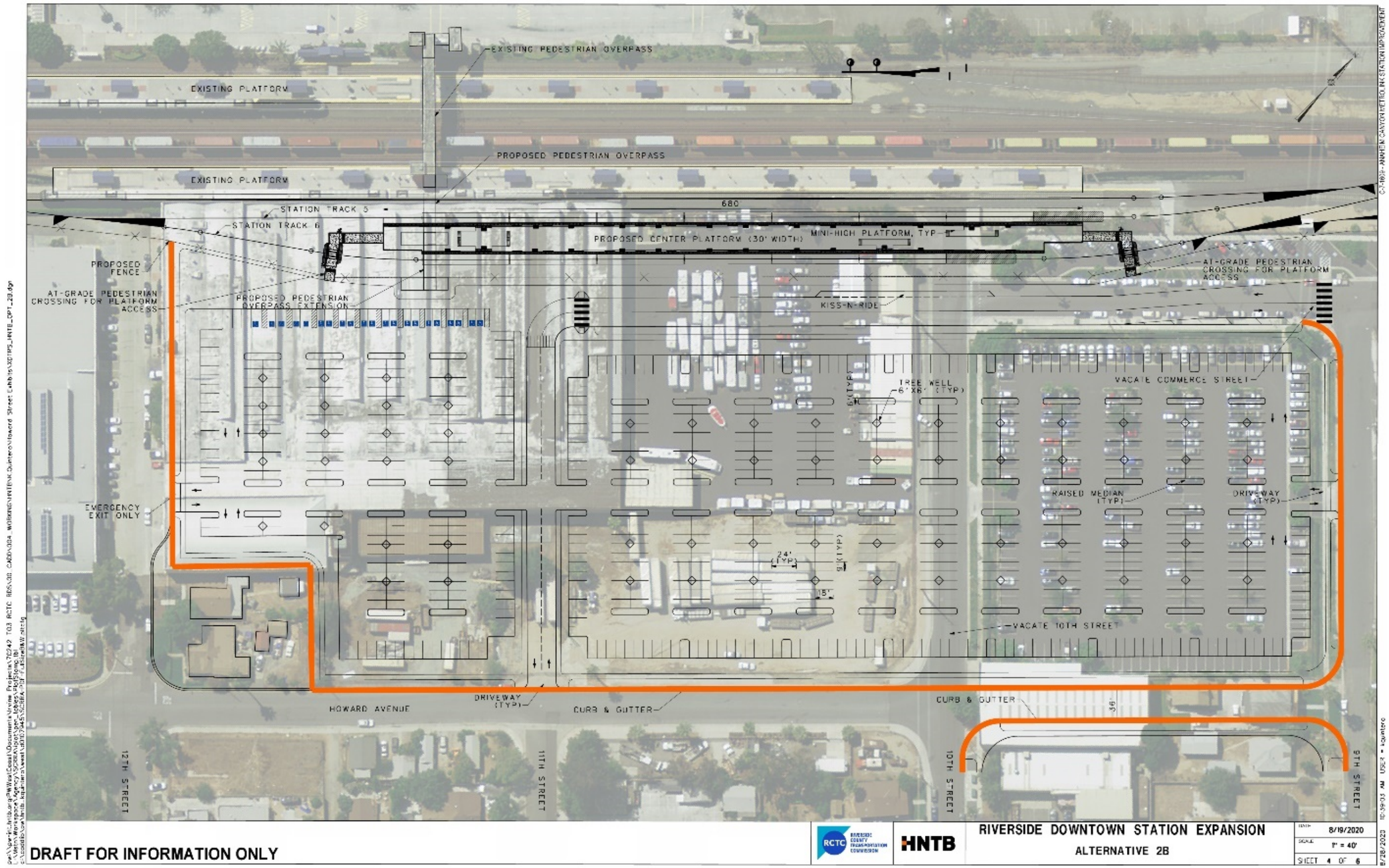


**Figure A. 4: Build Alternative with Parking Option 2B**

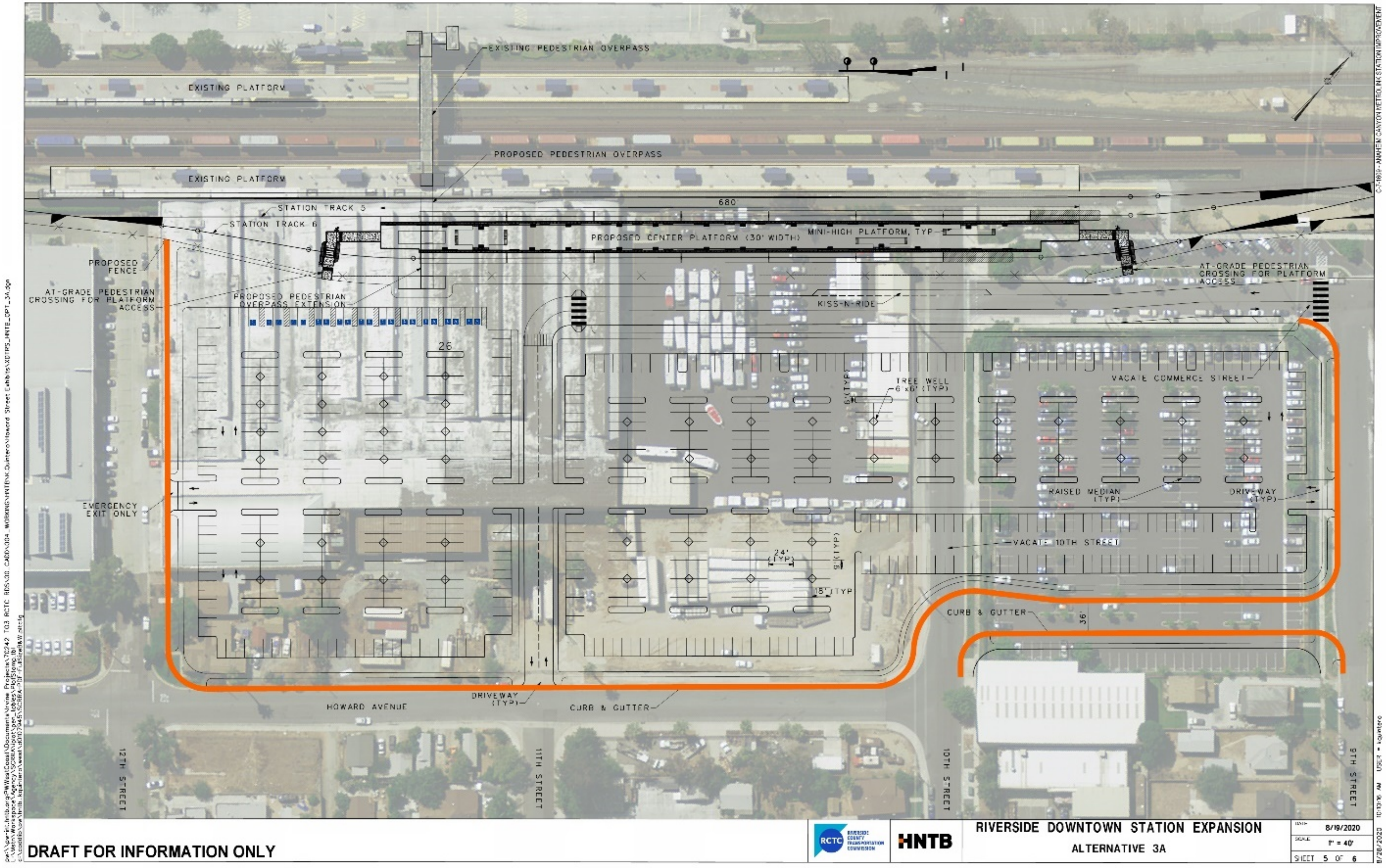


**Figure A. 5: Build Alternative with Parking Option 3A**

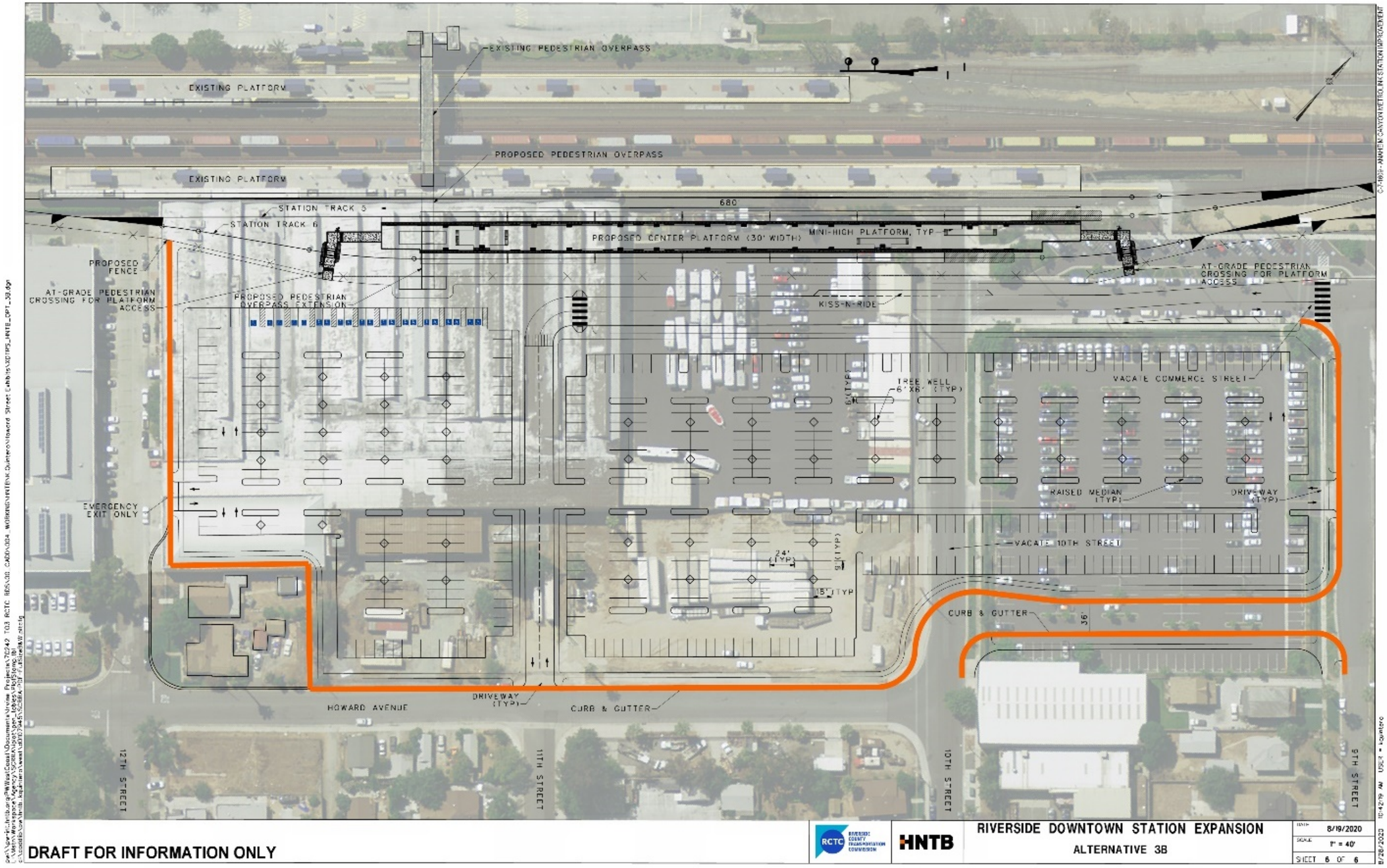


**Figure A. 6: Build Alternative with Parking Option 3B**