

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2021090008

Project Title: Riverside Downtown Station Improvements Project

Lead Agency: Riverside County Transportation Commission

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Project Location: City of Riverside

City

County of Riverside

County

Project Description (Proposed actions, location, and/or consequences).

Riverside County Transportation Committee (RCTC) in partnership with the Federal Transit Administration (FTA) and Metrolink propose to improve the Riverside-Downtown Station, located in downtown Riverside, east of State Route 91. Proposed improvements include construction of an additional passenger loading platform and train tracks, extension of the existing pedestrian bridge, additional elevator and stair access, and expansion of the parking lot. These features would improve Metrolink service, train connections, and operations by allowing more reliable/on-time train service, providing equitable access to regional public transportation, and accommodating future train service. A No Build Alternative and one Build Alternative with six parking design options are under consideration.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

Noise - Noise barriers are proposed to reduce noise levels to less than significant levels. During construction, potentially significant noise impacts would occur for Design Options 1B, 2B and 3B after incorporation of mitigation measures which would include providing temporary accommodations to significantly impacted residences.

Cultural/Section 4(f): The Build Alternative would require the demolition of the FMC Plant 1 building and other associated structures that would result in potentially significant impacts. Demolition of the historic structures would also cause indirect impacts to the former FMC Plant 2 building's integrity of setting and association. The following measures are proposed: CUL-1: Potential mitigation/minimization measures for the demolition of FMC Plant 1 and associated impacts to Plant 2 would include HABS-like documentation/recordation of both buildings. Additionally, it would be appropriate to salvage building materials (e.g., station signage for the historic site) for reuse at the station and/or donate the materials to a local building salvage company. Additional measures may be identified during public involvement and ongoing consultation with interested parties and with the SHPO. To minimize impacts to residences from proposed design options, fences and/or vegetated screening could be placed between the houses on 12th Street, the proposed noise barrier, and the proposed passenger station and parking lot. For the four houses on Howard Avenue, vegetated screening could be placed between the parking lot and Howard Avenue. For the 9th Street residences that would be demolished as a result of Design Options 2A and 2B (3006 9th Street and 2994 9th Street), mitigation measures would include HABS-like documentation/recordation of both buildings.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Provide a list of the responsible or trustee agencies for the project.