Draft Environmental Impact Report

Kaiser Permanente Riverside Medical Center Hospital Expansion
SCH No. 2021090271

Prepared for the Lead Agency
City of Riverside
3737 Main Street, Suite 400
Riverside, CA 92501

January 2022



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Environmental Impact Report
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SCH NO. 2021090271

Prepared for:
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This DEIR has been prepared in compliance with the
California Environmental Quality Act and
City of Riverside CEQA Resolution No. 21106,
and reflects the independent judgment of the
City of Riverside.

01/24/2022

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- Geotechnical Investigation Report, revised July 26, 2021
- Geotechnical Investigation Report Parking Structure, revised July 21, 2021
- Greenhouse Gas Emissions Technical Memorandum, September 3, 2021
- Noise and Groundborne Vibration Technical Memorandum, December 14, 2021 – replaces the September XX, 2021 report.
- Preliminary Technical Drainage Study, April 6, 2021
- Preliminary Project Specific WQMP for Kaiser Permanente Riverside, signed by the owner October 22, 2021
- Preliminary Project Specific WQMP – Magnolia Lot, Revised January 11, 2022
- Preliminary Project Specific WQMP – Fillmore Lot, Revised January 11, 2022
- Sewer Study Report, July 12, 2021
- Energy Calculation
- Native Soils Letter, August 24, 2021

Appendix B – Vehicle Miles Traveled Analysis

Acronyms

AB	Assembly Bill
AC	Air Conditioner
ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
APN	Assessor's Parcel Number
AQIP	Air Quality Investment Program
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
BHP	Brake Horsepower
BMP	Best Management Practices
CalGreen	California Green Building Standards Code
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CG-SP	Commercial General and Specific Plan
CH_4	Methane
CHRIS	California Historical Resource Information System
CMA	Congestion Management Agency
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO_2	Carbon Dioxide
CR	Commercial Retail
CRHR	California Register of Historical Resources
CR-SP	Commercial Retail and Specific Plan
CUP	Conditional Use Permit
D&T	Diagnostic and Treatment
dBA	Decibel A (A-weighted sound level)
DEIR	Draft Environmental Impact Report
DIF	Development Impact Fees
DPR	Development Plan Review
DR	Design Review
ED	Emergency Department
EIC	Eastern Information Center
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
EV	Electric Vehicle
FAR	Floor Area Ration
FAR	Federal Aviation Regulations
FEMA	Federal Emergency Management Agency
GHG	Greenhouse Gas
GIS	Geographic Information System
GMZ	Groundwater Management Zone
GP 2025	City of Riverside General Plan 2025
GPD	Gallons Per Day
GRH	Guaranteed Ride Home

Acronyms

HCP	Habitat Conservation Plan
HQTA	High Quality Transit Areas
HVAC	Heating, Ventilation, and Air Conditioning
ICU	Intensive Care Unit
IP	Inpatient Facility
IS	Initial Study
kV	Kilovolt
LDMF	Local Development Mitigation Fee
LEED	Leadership in Energy and Environmental Design
LHMP	Local Hazard Mitigation Plan
LID	Low Impact Development
LOS	Levels of Service
LRTS	Long Range Transportation Study
LST	Localized Significance Threshold
LTS	Less than Significant
LTSM	Less than Significant with Mitigation
MASP	Magnolia Avenue Specific Plan
MBTA	Migratory Bird Treaty Act
MCUP	Minor Conditional Use Permit
MGD	Million Gallons Per Day
MM	Mitigation Measure
MOB	Medical Office Building
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
MU-U	Mixed-Use Urban
MU-V	Mixed-Use Village
MU-V-SP	Mixed-Use Village and Specific Plan
MW	Megawatt
N_2O	Nitrous Oxide
NAHC	Native American Heritage Commission
NICU	Neonatal Intensive Care Unit
NO	Nitric Oxide
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OPR	Governor's Office of Planning and Research
OR	Operating Room
OSHPD	Office of Statewide Health Planning and Development
PRC	Public Resources Code
QSD	Qualified SWPPP Developer
QSP	Qualified SWPPP Practitioner
R-1-7000-SP	Single Family Residential and Specific Plan Overlay Zone
R-3-1500-SP	Multi-family Residential and Specific Plan Overlay Zone
R-3-2000-S-2-SP	Multi-Family Residential, Building Stories (maximum 2-story), and Specific Plan (Magnolia Avenue) Overlay Zones
RCA	Western Riverside County Regional Conservation Agency
RCTC	Riverside County Transportation Commission
RIVTAM	Riverside County Traffic Analysis Model
RPD	Riverside Police Department

Acronyms

RPU	Riverside Public Utilities
RTA	Riverside Transit Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RUSD	Riverside Unified School District
RWQCB	Regional Water Quality Control Board
RZ	Rezone
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SF	Square Feet
SFHA	Special Flood Hazard Area
SKR HCP	Stephens' Kangaroo Rat Habitat Conservation Plan
SLF	Sacred Lands File
SO_2	Sulfur Dioxide
SOV	single-occupancy vehicles
SR-91	California State Route 91
SU	Significant Impact
SWPPP	Storm Water Pollution Prevention Plan
TCR	Tribal Cultural Resource
TDM	Transportation Demand Management Regulations
TOA	Traffic Operational Analysis
TPA	Transit Priority Area
TUMF	Transportation Uniform Mitigation Fee (Western Riverside County)
TWLTL	two way-left-turn lane
VC-S	Summary Vacation
VMT	Vehicle Miles Traveled
WDID	Waste Discharge Identification
WRCOG	Western Riverside Council of Governments

1 EXECUTIVE SUMMARY

1.1 Introduction

A Conditional Use Permit (CU-038-834) was approved in 1984 for the construction of a medical campus for Kaiser Hospitals at 10800 Magnolia Avenue. The medical campus included a hospital building, three medical office buildings, a 4-level parking structure, and surface parking lots. Construction was completed and the facility was opened in 1989. The Kaiser Permanente Riverside Medical Center currently comprises four Medical Office Buildings (MOB), surrounded by surface parking lots, and one parking structure. The existing facilities contain 226 hospital beds, including 51 single occupancy rooms, 78 double occupancy rooms, and 19 neonatal intensive care (NICU) rooms.

In response to growth within the Inland Empire area served by Kaiser Permanente's Riverside Medical Center, Kaiser Permanente is requesting a modification to Planning Case CU-038-834 to expand this facility. In addition to the expansion of the Kaiser Permanente Riverside Medical Center, Kaiser Permanente is also proposing the development of two off-site parking lots (referred to as Off-Site Area 1 and Off-Site Area 2 in the DEIR) to accommodate employee and construction worker parking during the expansion as described in detail in Section 3 – Project Description of this DEIR.

The purpose of this Draft Environmental Impact Report (DEIR) is to evaluate and disclose potential environmental impacts resulting from the expansion of the Kaiser Permanente Riverside Medical Center (hereinafter referred to as the Hospital Expansion Site), and the construction and operation of two parking lots located at 10821 Magnolia Avenue (hereinafter referred to as Off-Site Area 1) and 11510 Magnolia Avenue (hereinafter referred to as Off-Site Area 2.) All sites are located within the La Sierra District of the Magnolia Avenue Specific Plan in the City of Riverside. The Hospital Expansion Site, Off-Site Area 1, and Off-Site Area 2 are collectively referred to as the Project Site.

1.1.1 Lead and Responsible Agencies

This DEIR has been prepared by the City of Riverside (City) as "lead agency" in accordance with the Guidelines for the Implementation of the California Environmental Quality Act (State *CEQA Guidelines*), (Sections 15000–15387 of the California Code of Regulations), and the City's *CEQA Guidelines*. The City's address is:

City of Riverside
Community Development Department
Planning Division
3900 Main Street, 3rd Floor
Riverside, California 92522
Contact: Brian Norton, Senior Planner
BNorton@riversideca.gov
Tel: (951)826-2308

Entitlement actions to be considered by the City of Riverside as Lead Agency include a change of zone for one off-site parking area, Modification of a Conditional Use Permit, two Minor Conditional Use Permits, and a Summary Vacation as described in Section 3 of the DEIR. As part of the entitlements, the Project requires consideration of the proposed Floor Area Ratio (FAR) if it can be found that it (a) will not have a detrimental effect on infrastructure and municipal services, (b) will not adversely impact the surrounding neighborhood, and (c) will not likely set a precedent for additional development that would adversely affect infrastructure, service or surrounding land uses.

Responsible Agencies for the Project include, but may not be limited to, the South Coast Air Quality Management District for the issuance of a permit to operate a generator.

1.1.2 Environmental Process

The EIR process typically consists of three parts—the Notice of Preparation (including the Initial Study), DEIR, and Final EIR. Pursuant to Section 15060(d) of the State *CEQA Guidelines*, the City prepared an Initial Study for the Project in order to determine if the Project may have a significant effect on the environment. Based upon the findings of fact contained within the Initial Study, the City concluded that the Project may cause potentially significant impacts related to transportation (vehicle miles traveled) and tribal cultural resources, and that an EIR should be prepared to address those topics. The NOP was distributed to the State Clearinghouse, responsible agencies, and other interested parties, on September 15, 2021. Pursuant to Section 15082 of the State *CEQA Guidelines*, recipients of the NOP were requested to provide responses concerning the contents of the NOP and the scope of this EIR within 30 days after their receipt of the NOP. Because the Project is considered to be of statewide, regional, or area wide significance, per Section 15206(b)(2)(E) of the State *CEQA Guidelines,* a noticed virtual scoping meeting was held on September 27, 2021 between 6:00 p.m. – 7:00 p.m. via Zoom. No members of the public attended this meeting; therefore, no comments were received.

An EIR is an informational document intended to inform decision makers and the general public of potentially significant environmental impacts of a project. An EIR also identifies possible ways to minimize these potentially significant impacts (referred to as mitigation measures) and describes alternatives to a project that may also reduce its significant impacts. Having the authority to take action on the proposed Project, the City Planning Commission and City Council will consider the information in this EIR in their evaluations of the proposal. The findings and conclusions presented in the EIR regarding environmental impacts do not control the City's discretion to approve, deny, or modify the Project, but instead are presented as information to aid the decision-making process.

As set forth in Section 15021 of the State *CEQA Guidelines*, as lead agency, the City has the duty to avoid or minimize environmental damage where feasible. Furthermore, Section 15021(d) of the State *CEQA Guidelines* states that, "CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a

variety of public objectives, including economic, environmental, and social factors, and in particular the goal of providing a decent home and satisfying living environment for every Californian." Other public agencies (i.e., Responsible and Trustee Agencies) that may use this EIR in their decision-making or permit processes will consider the information in the EIR along with other information that may be presented during the CEQA and decision-making process. In accordance with CEQA, the public agencies will be required to make findings for each significant environmental impact of the proposed Project. If the agency determines that significant impacts cannot be reduced to less than significant, the agency must assess whether the benefits of the proposed Project outweigh unmitigated significant environmental effects, and the agency will be required to adopt a statement of overriding considerations stating the reasons supporting its action notwithstanding the proposed Project's unavoidable significant environmental effects.

1.2 Project Information

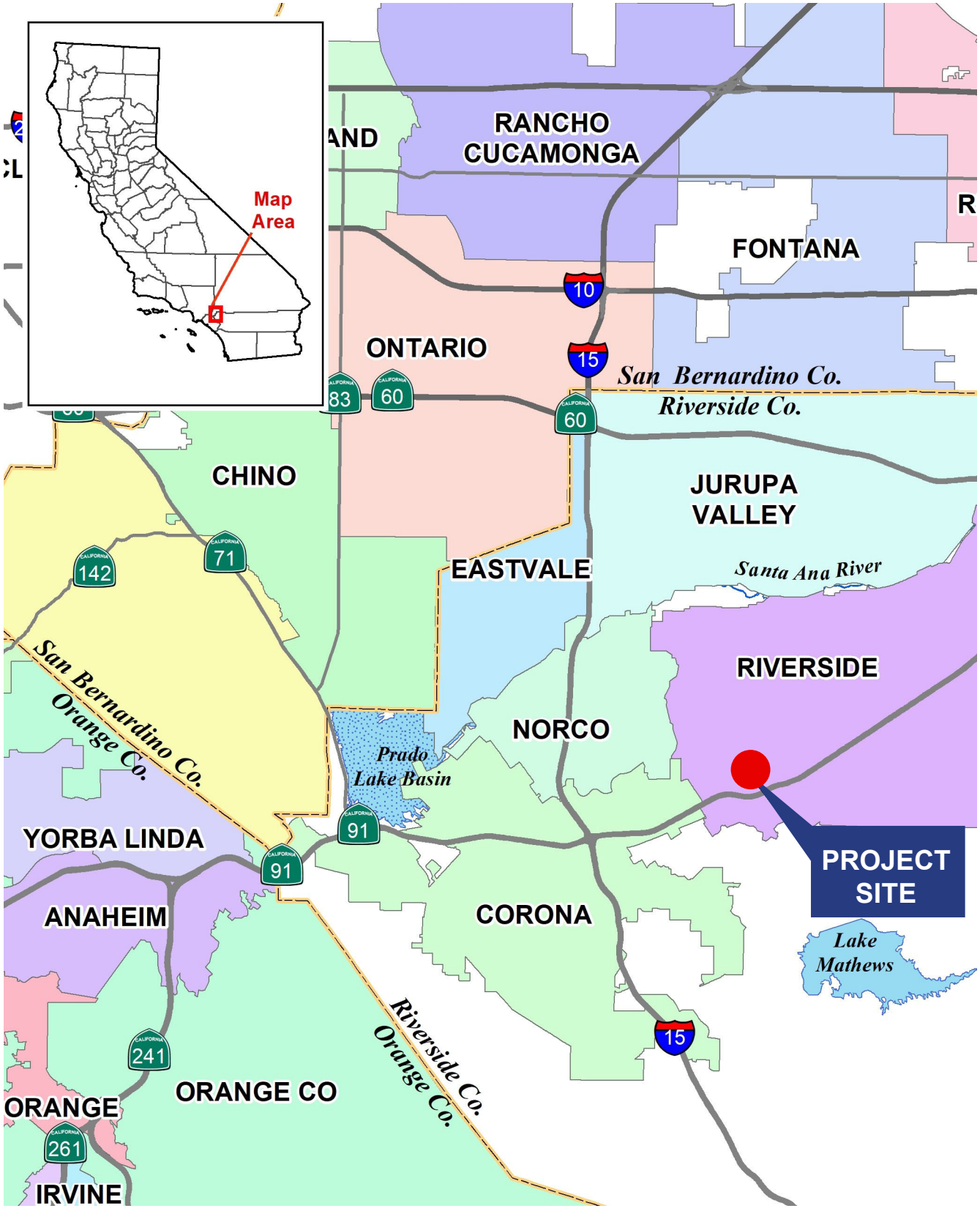
1.2.1 Project Applicant

The Project Applicant is:

Kaiser Permanente
Deborah Han – Senior Land Use Planner
National Facilities Services
393 E. Walnut Street, 4th Floor
Pasadena, California 91188

1.2.2 Project Location

The overall Project vicinity is shown on **Figure 1-1 – Vicinity Map**. The proposed Project includes the expansion of the existing Kaiser Permanente Riverside Medical Center (referred to as the "Hospital Expansion" in the EIR) and the construction of two temporary off-site parking lots (referred to as "Off-Site Area 1" and "Off-Site Area 2" in this DEIR). The Hospital Expansion Site is located at 10800 Magnolia Avenue. Off-Site Area 1 and Off-Site Area 2 are located at 10821 Magnolia Avenue and 11510 Magnolia Avenue, respectively. All sites are located within the City of Riverside. The Hospital Expansion Site, Off-Site Area 1 and Off-Site Area 2 are collectively referred to as the Project Site and are shown on **Figure 1-2 – Project Site**. The Project Site encompasses approximately 43.8 gross acres, of which 21.8 acres will be developed as part of this Project, as shown in **Table 1-A** on page 1-4.



SOURCE: Riverside Co. San Bernardino Co. and Orange Co.

ALBERT A. WEBB ASSOCIATES

FIGURE 1-1 VICINITY MAP

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION



SOURCE: BING MAPS / GOOGLE MAPS

ALBERT A. WEBB ASSOCIATES

FIGURE 1-2 PROJECT SITE

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION

Table 1-A – Project Site Details

Location	APN	Acres	Acres Proposed for Development
Hospital Expansion	138-470-010	37.5	15.5
Off-Site Area 1	142-293-028	1.3	1.3
Off-Site Area 2	132-020-033	5.0	5.0
	Total	**43.8**	**21.8**

1.2.3 Project Site – Existing Conditions

The Hospital Expansion Site is located on the Kaiser Permanente Riverside Medical Center campus and is accessed via five existing driveways: two full-access driveways on Park Sierra Drive; two full-access driveways on Polk Street; and one right-in and right-out driveway on Magnolia Avenue.

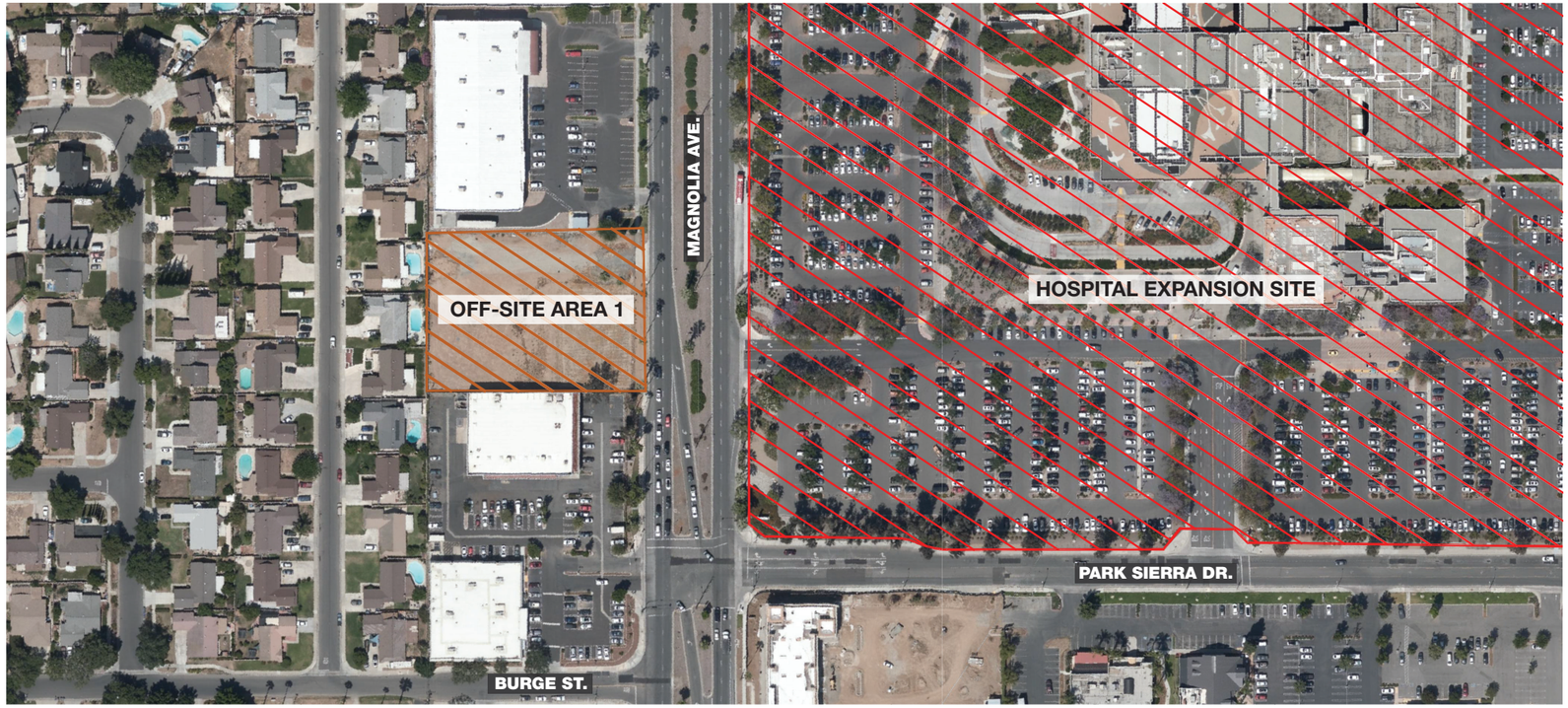
Off-Site Area 1 is a vacant lot located north of the Kaiser Permanente Riverside Medical Center Campus (see **Figure 1-3 – Proposed Off-Site Areas**). Off-Site Area 1 has been previously disturbed with ornamental trees and other shrub vegetation present. Walls and fences around Off-Site Area 1 consist of chain link fencing along the north (Magnolia Avenue frontage) and the east property lines, and a CMU block wall along the north and west property lines. Off-Site Area 1 has one entrance on Magnolia Avenue at the southeast corner of the site.

Off-Site Area 2 is approximately three-fourths of a mile south of the Kaiser Permanente Riverside Medical Center campus at the southwest corner of Magnolia Avenue and Fillmore Street (see **Figure 1-3**). Off-Site Area 2 is a vacant lot that has been heavily disturbed with remnants of an old concrete pad on the southeast portion of the site. There are two paved driveways on Fillmore Street in proximity to the concrete pad. Ornamental trees and other shrub vegetation are located throughout this site. Off Site Area 2 is surrounded by a chain link fence along the north, east and south property lines and a CMU block wall and tubular steel fence along the west property line, shared with the Paseo at Magnolia Luxury Apartments. Off Site Area 2 has two paved driveway approaches and an unpaved access along Fillmore Street.



SOURCE: BING MAPS / GOOGLE MAPS

KEY MAP SCALE: 1" = 1,000'



OFF-SITE AREA 1 SCALE: 1" = 60'



OFF-SITE AREA 2 SCALE: 1" = 60'

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FIGURE 1-3 PROPOSED OFF-SITE AREAS

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION

1.2.4 Land Use Designation, Specific Plan, and Zoning

The City of Riverside General Plan 2025 ("the GP 2025") designates the Hospital Expansion Site as MU-U – Mixed -Use Urban within the La Sierra District of the Magnolia Avenue Specific Plan. Both Off-Site Areas 1 and 2 are designated Mixed-Use Village (MU-V).

Development of the Project Site is also guided by the La Sierra District of the Magnolia Avenue Specific Plan, which was adopted in 2009 by the City in order to encourage and provide incentives for economic development in the 1,588-acre planning area. The Magnolia Avenue Specific Plan designates the Hospital Expansion Site as Mixed Use – Urban and the off-site areas as Mixed Use – Village.

Further, per the City's Zoning Map, the Hospital Expansion Site is zoned CR-SP -Commercial Retail- and Specific Plan (Magnolia Avenue) Overlay Zones. Off-Site Area 1 is zoned MU-V-SP – Mixed Use - Village and Specific Plan (Magnolia Avenue) Overlay Zones and Off-Site Area 2 is zoned R-1-7000–SP – Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones and CG–SP - Commercial General and Specific Plan (Magnolia Avenue) Overlay Zones**.**

A Rezoning is required for Off-Site Area 2, to amend the zone from R-1-7000 SP – Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones and CG–SP - Commercial General and Specific Plan (Magnolia Avenue) Overlay Zones to MU-V-SP –Mixed Use - Village and Specific Plan (Magnolia Avenue) Overlay Zones. The proposed MU-V-SP will be consistent with the General Plan land use designation and allow the establishment of a parking lot.

1.3 Project Description

Implementation of the proposed Project will require the approval of the following applications by the City of Riverside. As part of the entitlements, the Project requires consideration of the proposed Floor Area Ratio (FAR) if it can be found that it (a) will not have a detrimental effect on infrastructure and municipal services, (b) will not adversely impact the surrounding neighborhood, and (c) will not likely set a precedent for additional development that would adversely affect infrastructure, service, or surrounding land uses.

Conditional Use Permit Modification (CUP) – DP-2021-00008
Implementation of the Project will require approval of a modification to the original CUP (CU-038-834), approved in 1984 for the construction of the existing Kaiser Permanente Riverside Medical Center campus. The facilities proposed at the Kaiser Permanente Riverside Medical Center campus are referred to as the "Hospital Expansion". The Hospital Expansion will entail redevelopment of approximately 15.5-acres of the existing 37.5-acre Riverside Medical Center Site with a five-story hospital tower, a two-story diagnostic and treatment (D&T) building, five-story (six decks) aboveground parking structure, and ancillary features.

Minor Conditional Use Permit (MCUP) – DP-2021-01307 – Off-Site Area 1
Approval of MCUP DP-2021-01307 would permit the construction of an 87-stall parking lot (82 standard stalls and five ADA compliant stalls) and five (5) construction trailers for use by construction staff at Off-Site Area 1. This parking lot and construction trailers will be used by Hospital Expansion construction staff during business hours for no more than 36 months. Due to the proximity of Off-Site Area 1 to the Hospital Expansion Site, there will be no shuttle service between this lot and the Hospital Expansion Site. At the end of the construction period, the trailers will be removed and Off-Site Area 1 will remain a parking lot.

ReZone (RZ) – DP-2021-01650 and Minor Conditional Use Permit (MCUP) – DP-2021-01306) – Off-Site Area 2
Off-Site Area 2 is currently zoned R-1-7000-SP – Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones and CG-SP – Commercial General and Specific Plan (Magnolia Avenue) Overlay Zones. The recently approved Housing Element Update identified Off-Site Area 2 as Opportunity Site 11, and proposed to amend the zoning to MU-U-SP – Mixed-Use Urban and Specific Plan (Magnolia Avenue) Overlay Zones. Opportunity Site 11 was removed from the Ordinance rezoning the various Opportunity Sites and, as a result, the MU-U-SP Zoning was not applied to Off-Site Area 2.

The Project Applicant has requested Off-Site Area 2 be rezoned to MU-V. The proposed MU-V-SP will be consistent with the General Plan land use designation and allow the establishment of a parking lot, which is a permitted use in the MU-V zone with the granting of a MCUP. The proposed rezoning of Off-Site Area 2 is for the explicit purpose of a parking lot. Approval of RZ DP-2021-01650 and DP-2021-01306 would permit the construction of a 516-stall (505 standard stalls and 11 ADA compliant stalls) parking lot at Off-Site Area 2. Initially, this lot would be used by Kaiser Permanente Riverside Medical Center employees 24 hours every day

for approximately 18 months. Medical Center employees would be shuttled between Off-Site Area 2 and the Kaiser Permanente Riverside Medical Center in hospital operated vehicles. Following employee utilization, Hospital Expansion construction staff would park at Off-Site Area 2 during business hours for an additional 18 months for a total of approximately 36 months. Access will be secured with a vehicle gate arm activated by a personnel badge. There would be no on-site security guard.

Summary Vacation (VC-S) – SD-2021-00020

The proposed Project includes vacation of Lot D of Parcel Map No. 16073 (recorded August 25, 1983 on page 92, Book 166 of Parcel Maps, an unimproved public right-of-way area, totaling 0.042 acre (1,816.14 square feet). Lot D is an existing unimproved public right-of-way, totaling 0.042 acres (1,1816.14 square feet). Riverside Municipal Code Chapter 19.890– Street, Alley and Walkway Vacations sets forth the procedures for vacating unneeded rights-of-way for streets, alleys, and pedestrian walkways. The 1,816 square feet of unimproved, excess, public right of way is no longer needed as it was intended for the construction of a driveway along Park Sierra Drive that was never built and not needed for access. The excess public right of way will allow the proposed parking structure to comply with the minimum 15-foot setback required for parking structures.

Design Review (DR) – DPR-2021-00009

The City's Design Review process is required by the Zoning Code for any new buildings, structures, signs, exterior alterations, enlargements of existing buildings, or new landscaping and irrigation. The purpose of the Design Review procedures is to protect and preserve the value of properties and to encourage excellence in development.

The Hospital Expansion would expand acute medical services facilities and ancillary uses. The proposed Hospital Expansion would include a new 175,968 square-foot (SF) five-story hospital tower, 115,526 SF two -story diagnostic and treatment (D&T) Building, and a five-story (six decks) approximately 1,200-space aboveground parking structure.

The proposed hospital tower would be five stories with a subgrade basement and would stand 74.5 feet from ground level to the top of the roof. Mechanical equipment on the roof would be screened by a parapet and screen, which would result in a total building height of 95.5 feet. The Zoning Code allows for parapet and screen walls to exceed the maximum building height prescribed in the underlying zone, provided it does not add another floor space, subject to approval by the appropriate Approving or Appeal Authority. The proposed building height can be supported as it complies with the intent of the Zoning Code.

The proposed tower would provide an additional 152 acute care beds, consisting of 116 single occupancy rooms and 36 neonatal intensive care unit (NICU) rooms for a total of 359 beds. Existing double occupancy rooms in the existing hospital tower would be upgraded and converted to single occupancy rooms. The proposed tower would also include new emergency and surgical departments, eight operating rooms, 58 emergency department treatment bays, and other hospital related functions, including an inpatient pharmacy. A rotunda connecting the

new tower to the existing Medical Center and various outdoor seating areas with meandering pathways and landscaping would also be constructed. The new patient tower will receive a new 12 (kilovolt) kV power circuit from City of Riverside Power and a meter at 12kV. There will be a Unit substation 12kV-480V installed in the basement providing power to the new hospital tower.

The D&T building would be two stories, approximately 34 feet in height to the top of the parapet and would be constructed on the northwestern side of the proposed hospital tower. The D&T building would provide direct support to the new emergency and surgical departments as well as expanded diagnostic services and interventional radiology treatment. The existing central utility plant and utility connections from the central utility plant to the new buildings are proposed to be upgraded and will include: a new 1.5 megawatt (MW) to 2 MW generator, a new 15,000 gallon diesel fuel tank, a new 500 brake horsepower (BHP) boiler, and a 1,000 ton chiller. The Project also includes new underground storage tanks for propane (60,000 gallons), sewage (two 25,000 gallon tanks), and water (two 25,000 gallon tanks. The building code, enforced by the Office of Statewide Health Planning and Development (OSHPD), requires that a hospital facility have a 72-hour water supply tank and a sewer storage tank for disaster preparedness. The water tank is a flow-through continuously utilized facility providing the required water storage resource should the municipal infrastructure fail in a disaster. The sewer tank is only utilized through a diverter valve should the municipal sewer system fail in a disaster. The sewer tank would be pumped out post-disaster utilization

The five-story (6 decks) parking structure would be constructed in the southwest corner of the Hospital Expansion Site. The maximum proposed height of the parking structure would be approximately 70 feet. Construction of the parking structure would result in a temporary loss of 354 parking stall during construction. Once completed, the parking structure would replace approximately 250 parking stalls and modifications would be made to the surrounding on-site surface parking lots. The parking structure would provide approximately 1,151 vehicle parking stalls of which 45 will be Americans with Disabilities Act (ADA) compliant. In addition there will be 78 motorcycle stalls and 55 bicycle stalls. The parking structure will include two stairwells on the northern and southern corner, respectively, and three elevators all centralized on the northern corner of the structure.

Ancillary features proposed as part of the Hospital Expansion are a new patient drop-off canopy, driveway, walkways, surface parking, landscaping, lighting, and signage. A new entry plaza with a patient drop-off canopy would be constructed south of the existing hospital building to connect to the existing driveway on Park Sierra Drive. A tech dock connected to the northeast side of the proposed new tower with access from Polk Street would also be constructed. An additional right-in and right-out driveway off of Magnolia Avenue would also be constructed for use by emergency vehicles only.

Construction is anticipated to begin in the fall of 2022 and take approximately 58 months. Construction will be completed in summer of 2027. Project construction will occur in two major build phases with seven subphases. The Project proposes to operate 24 hours a day 7 days a week.

1.4 Project Objectives

The objectives of the proposed Project are:

1. Expand the Kaiser Permanente Riverside Medical Center campus through the construction and operation of new medical facilities in order to accommodate future growth of Kaiser members and the need to provide additional medical services that benefit the community.
2. Develop a comprehensively planned, integrated medical campus within the existing hospital campus boundaries by facilitating construction of a new five story hospital tower with 359-hospital-licensed bed buildout capacity, and increasing services for Newborn Intensive Care Unit (NICU), operating rooms, perioperative services, diagnostic and treatment, increased emergency services and ancillary services to keep pace with increasing population growth in the City and the region.
3. Allow members to access a full suite of medical services nearer to their homes and workplace.
4. Optimize the use of development potential on the existing Kaiser Permanente Riverside Medical Center property.
5. Accommodate Medical Center expansion to continue without interruption, while offering all current medical services and 24/7 emergency services.
6. Maximize the number of single-occupancy in-patient hospital rooms in order to meet modern standards and expectations.
7. Increase patient parking to meet current and projected future demand.
8. Increase employment opportunities in healthcare, by expanding personnel in specialty healthcare departments.
9. Implement the vision, objectives, and policies of the Magnolia Avenue Specific Plan by enhancing the role of the La Sierra District as a major employment center in the City.
10. Redesign internal circulation in order to implement safety, provide enhanced health and wellness, and create a seamless flow between pedestrians and vehicle traffic.
11. Continue to provide employee parking to Kaiser Permanente Riverside Medical Center staff during construction by introducing off-site parking lots with shuttle support during construction.

12. Incorporate sustainable green building design features developed by the Leadership in Energy and Environmental Design (LEED) to meet and exceed the LEED Gold performance standards and Kaiser Permanente's long-term environmental stewardship goals.

1.5 Discretionary Actions and Approvals

In conformance with State *CEQA Guidelines* Sections 15050 and 15367, the City has been designated the "Lead Agency," defined as the "public agency which has the principal responsibility for carrying out or approving a project," for the Project's environmental analysis. The DEIR serves as an informational document for use by the public agencies, the general public, and decision-makers. This DEIR discusses the impacts of development pursuant to the Project and related components, and analyzes the Project alternatives. This DEIR will be used by the City in assessing impacts of the Project.

The following public agencies are expected to use this EIR when considering the following actions, as well as any discretionary actions necessary or desirable to implement the Project identified through consultation with the appropriate public agencies:

City of Riverside

- Certification of the Environmental Impact Report (EIR) (DP-2021-00731)
- ReZone (RZ) – (DP-2021-01650)
- Conditional Use Permit (CUP) – (DP-2021-00008)
- Minor Conditional Use Permit (MCUP) – (DP-2021-01306)
- Minor Conditional Use Permit (MCUP) – (DP-2021-01307)
- Summary Vacation (VC-S) – (SD-2021-00020)
- Design Review (DR) –(DPR-2021-00009)
- Consideration of proposed Floor Area Ratio (FAR)
- Issuance of applicable building and grading permits

State Water Resources Control Board, Santa Ana Regional Water Quality Control Board

- National Pollutant Discharge Elimination System's California General Permit for Stormwater Discharges Associated with Construction Activity

Office of Statewide Health Planning and Development

- Issuance of construction permit (new tower and D &T Building)

South Coast Air Quality Management Plan

- Issuance of permit to operate an emergency generator

1.6 Areas of Controversy and Issues to be Resolved

By the close of the 30-day public review period, two (2) responses to the NOP were received from the Native American Heritage Commission and South Coast Air Quality Management District.

Section 5 of the DEIR addresses each environmental effect that was determined to be potentially significant during preparation of the Project's NOP (Appendix A). Each effect is organized into an issue area; those that will be analyzed (and the section of the DEIR in which the analysis is contained) are listed below:

- Transportation/Traffic (Section 5.1)
- Tribal Cultural Resources (Section 5.2)

State *CEQA Guidelines* Section 15123(b)(3) requires that an EIR identify issues to be resolved; this includes the choice among alternatives and whether or how to mitigate significant impacts. The major issues to be resolved for the proposed Project include decisions by the City as to whether:

- the EIR adequately describes the potential environmental impacts of the proposed Project;
- the recommended mitigation measures should be adopted or modified;
- additional feasible mitigation measures need to be applied;
- the Project should or should not be approved as proposed; or
- the Project should be modified based on the alternatives considered in the EIR.

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1.7 Environmental Analysis

The following table (prepared pursuant to State CEQA Guidelines Section 15123(b)(1)), **Table 1-B – Impact Summary Matrix,** provides a summary of impacts related to the proposed Project. The table identifies the location of the analysis for each impact, i.e., Initial Study (IS) or DEIR, significant environmental impacts resulting from the Project along with applicable mitigation measures.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
Aesthetics	IS, p. 36	Substantial adverse effect on a scenic vista	Less than significant impact; no mitigation is required.	No mitigation required.
Aesthetics	IS, pp. 36–37	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.	Less than significant impact; no mitigation is required.	No mitigation required
Aesthetics	IS, p. 37	Conflict with applicable zoning and other regulations governing scenic quality.	Less than significant impact; no mitigation is required.	No mitigation required
Aesthetics	IS, pp. 37–38	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	Less than significant impact; no mitigation is required.	No mitigation required

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
Agriculture & Forestry Resources	IS, pp. 38–39	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation, to non-agricultural use.	No impact, no mitigation is required.	No mitigation required.
Agriculture & Forestry Resources	IS, pp. 39	Conflict with an existing zoning for agricultural use, or a Williamson Act Contract.	No impact, no mitigation is required	No mitigation required.
Agriculture & Forestry Resources	IS, pp. 39	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220 (g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Resources Code section 51104 (g)).	No impact, no mitigation is required.	No mitigation required.
Agriculture & Forestry Resources	IS, pp. 39	Result in the loss of forest land or conservation of forest land to non-forest use.	No impact, no mitigation is required.	No mitigation required.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
Agriculture & Forestry Resources	IS, pp. 39–40	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.	No impact, no mitigation is required.	No mitigation required.
Air Quality	IS, pp. 40–41	Conflict with or obstruct implementation of the applicable air quality plan	Less than significant impact; no mitigation is required.	No mitigation required.
Air Quality	IS, pp. 41–44	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard	Less than significant impact; no mitigation is required.	No mitigation required.
Air Quality	IS, pp. 44–46	Expose sensitive receptors to substantial pollutant concentrations.	Less than significant impact; no mitigation is required.	No mitigation required.
Air Quality	IS, pp. 46–47	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people	Less than significant impact; no mitigation is required.	No mitigation required.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
Biological Resources	IS, p. 47	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	Less than significant impact; no mitigation is required.	No mitigation required.
Biological Resources	IS, pp. 47–48	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.	Less than significant impact; no mitigation is required.	No mitigation required.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
Biological Resources	IS, p. 48	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means	No impact, no mitigation is required.	No mitigation required.
Biological Resources	IS, pp. 48–49	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	Less than significant with mitigation. **MM Bio 1:** Pursuant to the MBTA and Fish and Game Code, removal of any trees, shrubs, or any other potential nesting habitat should be conducted outside the avian nesting season. The nesting season generally extends from February 1 through August 31, beginning as early as January 1 for raptor species, but can vary slightly from year to year based upon seasonal weather conditions. If ground disturbance and vegetation removal cannot occur outside of the nesting season (September 1 through February 31), a pre-construction	Less than significant.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
			clearance survey for nesting birds shall be conducted within three (3) days of the start of any ground-disturbing activities to ensure that no nesting birds will be disturbed during construction. If the biologist finds an active nest on the Project site and determines that the nest may be impacted, the biologist shall delineate an appropriate buffer zone around the nest. The size of the buffer shall be determined by the biologist and shall be based on the nesting species, its sensitivity to disturbance, expected types of disturbance, and location in relation to the construction activities. These buffers are typically 300 feet from the nests of non-listed species and 500 feet from the nests of raptors and listed species. Any active nests observed during the survey shall be mapped on an aerial photograph. Only construction activities (if any) that have been approved by a Biological Monitor shall take place within the	

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
			buffer zone until the nest is vacated. The biologist shall serve as a Construction Monitor when construction activities take place near active nest areas to ensure that no inadvertent impacts on these nests occur. Results of the pre-construction survey and any subsequent monitoring shall be provided to the Property Owner/Developer and the City. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds.	
Biological Resources	IS, pp. 49–50	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	Less than significant impact; no mitigation is required.	No mitigation required.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
Biological Resources	IS, p. 50–51	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	Less than significant impact; no mitigation is required.	No mitigation required.
Cultural Resources	IS, pp. 51–53	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.	Less than significant with mitigation **MM Cult 1:** Changes to Project Site Design. Prior to grading permit issuance, if there are any changes to Project site design and/or proposed grades, the Applicant and the City shall contact consulting tribes to provide an electronic copy of the revised plans for review. Additional consultation shall occur between the City, developer/applicant, and consulting tribes to discuss any proposed changes and review any new impacts and/or potential avoidance/preservation of the cultural resources on the Project site. The City and the developer/applicant shall make all attempts to avoid and/or preserve in place as many cultural and	Less than significant.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
			paleontological resources as possible that are located on the Project site if the site design and/or proposed grades should be revised. In the event of inadvertent discoveries of archaeological resources, work shall temporarily halt until agreements are executed with consulting tribe, to provide tribal monitoring for ground disturbing activities. **MM Cult 2: Archaeological and Paleontological Monitoring**. At least 30 days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities take place, the developer/applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. 1. The Project archaeologist, in consultation with consulting tribes, the Developer, and the City, shall	

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
			develop an Archaeological Monitoring Plan to address the details, timing, and responsibility of all archaeological and cultural activities that will occur on the Project site. Details in the plan shall include: a) Project grading and development scheduling; b) The development of a rotating or simultaneous schedule in coordination with the developer/applicant and the Project archaeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation, and ground-disturbing activities on the site, including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading	

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
			activities in coordination with all Project archaeologists; c) The protocols and stipulations that the Applicant, tribes, and Project archaeologist/paleontologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits, or nonrenewable paleontological resources that shall be subject to a cultural resources evaluation; d) Treatment and final disposition of any cultural and paleontological resources, sacred sites, and human remains if discovered on the Project site; and The scheduling and timing of the Cultural Sensitivity Training noted in mitigation measure **MM Cult 3**.	

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
			MM Cult 3: Cultural Sensitivity Training: The Secretary of Interior Standards County certified archaeologist and Native American monitors shall attend the pre-grading meeting with the developer/permit holder's contractors to provide Cultural Sensitivity Training for all construction personnel. This shall include the procedures to be followed during ground disturbance in sensitive areas and protocols that apply in the event that unanticipated resources are discovered. Only construction personnel who have received this training can conduct construction and disturbance activities in sensitive areas. A sign-in sheet for attendees of this training shall be included in the Archaeological Monitoring Plan.	
Cultural Resources	IS, pp. 53–54	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	**MM Cult 1**, **MM Cult 2**, and **MM Cult 3** above	Less than significant.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
Cultural Resources	IS, p. 54	Disturb any human remains, including those interred outside of formal cemeteries.	Less than significant impact, no mitigation is required.	No mitigation required.
Energy	IS, pp. 54–57	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than significant impact, no mitigation is required.	No mitigation required.
Energy	IS, pp. 54–57	Conflict with or obstruct a state of local plan for renewable energy or energy efficiency?	Less than significant impact, no mitigation is required.	No mitigation required.
Geology and Soils	IS, pp. 57–59	Directly or indirectly cause potential substantial adverse effects, including the rise of loss, injury, or death involving: i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; ii) strong seismic	Less than significant impact, no mitigation is required.	No mitigation required.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
		ground shaking; iii) seismic-related ground failure, including liquefaction; and/or iv) landslides		
Geology and Soils	IS, pp. 59	Result in substantial soil erosion or the loss of topsoil.	Less than significant impact, no mitigation is required.	No mitigation required.
Geology and Soils	IS, pp. 59–60	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.	Less than significant impact, no mitigation is required.	No mitigation required.
Geology and Soils	IS, p. 60	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	Less than significant impact, no mitigation is required.	No mitigation required.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
Geology and Soils	IS, pp. 60–61	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.	No impact, no mitigation is required.	No mitigation required.
Geology and Soils	IS, pp. 61-62	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature	Less than significant with mitigation **MM Geo 1**: Should any paleontological resource(s) be accidentally discovered during construction, construction activities shall be moved to other parts of the construction site and a qualified paleontologist shall be retained to determine the significance of the resource(s). If the find is determined to be a unique paleontological resource, as defined in Section 15064.5 of the State CEQA Guidelines, then a mitigation program shall be developed in accordance with the provisions of CEQA as well as the guidelines of the Society of Vertebrate Paleontology (2010).	Less than significant.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
			The paleontologist (or designee(s)) shall wash any collected samples of sediments to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated at a repository with permanent retrievable storage to allow further research in the future (e.g., Western Science Center, Raymond Alf Museum, or the Natural History Museum of Los Angeles County). The cost of curation is assessed by the repository and is the responsibility of the landowner. If specimens are found, the qualified paleontologist shall prepare a report of findings, including an itemized inventory of recovered specimens, upon completion of all Project fieldwork. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Riverside Planning Division, shall	

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
			signify completion of the program to mitigate impacts to paleontological resources. If the monitoring efforts produced fossils, then a copy of the report will also be submitted to the curation facility.	
Greenhouse Gas Emissions	IS, pp. 62–63	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	Less than significant impact, no mitigation is required.	No mitigation required.
Greenhouse Gas Emissions	IS, pp. 63-64	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases	Less than significant impact, no mitigation is required.	No mitigation required.
Hazards and Hazardous Materials	IS, pp. 64–65	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	Less than significant impact, no mitigation is required.	No mitigation required.
Hazards and Hazardous Materials	IS, pp. 65–66	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the	Less than significant impact, no mitigation is required.	No mitigation required.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
		release of hazardous materials into the environment		
Hazards and Hazardous Materials	IS, p. 66	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school	Less than significant impact, no mitigation is required.	No mitigation required.
Hazards and Hazardous Materials	IS, pp. 66–37	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment	No impact, no mitigation is required.	No mitigation required.
Hazards and Hazardous Materials	IS, p. 67	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area	No impact, no mitigation is required.	No mitigation required.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
Hazards and Hazardous Materials	IS, pp. 67–68	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	Less than significant impact, no mitigation is required.	No mitigation required.
Hazards and Hazardous Materials	IS, p. 68	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands	Less than significant impact, no mitigation is required.	No mitigation required.
Hydrology and Water Quality	IS, pp. 68–70	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality	Less than significant impact, no mitigation is required.	No mitigation required.
Hydrology and Water Quality	IS, pp. 70–71	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management in the basin	Less than significant impact, no mitigation is required.	No mitigation required.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
Hydrology and Water Quality	IS, p. 71	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.	Less than significant impact, no mitigation is required.	No mitigation required.
Hydrology and Water Quality	IS, pp. 71–72	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.	Less than significant impact, no mitigation is required.	No mitigation required.
Hydrology and Water Quality	IS, p. 72	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	Less than significant impact, no mitigation is required.	No mitigation required.
Hydrology and Water Quality	IS, pp. 72–73	Impede or redirect flood flows	Less than significant impact, no mitigation is required.	No mitigation required.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
Hydrology and Water Quality	IS, p. 73	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation	Less than significant impact, no mitigation is required.	No mitigation required.
Hydrology and Water Quality	IS, pp. 73-74	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan	Less than significant impact, no mitigation is required.	No mitigation required.
Land Use & Planning	IS, p. 74	Physically divide an established community.	No impact, no mitigation is required.	No mitigation required.
Land Use & Planning	IS, pp. 74–75	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect	Less than significant impact, no mitigation is required.	No mitigation required.
Mineral Resources	IS, pp. 75–76	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.	No impact, no mitigation is required.	No mitigation required.
Mineral Resources	IS, p. 76	Result in the loss of availability of a locally-important mineral resource	No impact, no mitigation is required.	No mitigation required.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
		recovery site delineated on a local general plan, specific plan or other land use plan.		
Noise	IS, pp. 76–80	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies	Less than significant impact, no mitigation is required.	No mitigation required.
Noise	IS, pp. 80–83	Generation of excessive groundborne vibration or groundborne noise levels	Less than significant impact, no mitigation is required.	No mitigation required.
Noise	IS, p. 83	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, exposing in the project area to excessive noise levels	No impact, no mitigation is required.	No mitigation required.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
Population/ Housing	IS, p. 83–84	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	Less than significant impact, no mitigation is required.	No mitigation required.
Population/ Housing	IS, p. 84	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere	No impact, no mitigation is required.	No mitigation required.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
Public Services	IS, pp. 84–86	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection; police protection; schools; parks; and/or other public facilities.	Less than significant impact, no mitigation is required.	No mitigation required.
Recreation	IS, p. 86–87	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated	Less than significant impact, no mitigation is required.	No mitigation required.
Recreation	IS, p. 87	Include recreational facilities or require the construction or expansion of recreational facilities	Less than significant impact, no mitigation is required.	No mitigation required.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
		which might have an adverse physical effect on the environment		
Transportation	DEIR Section 5.1	Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities	Less than significant impact, no mitigation is required.	No mitigation required.
Transportation	DEIR Section 5.1	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)	Potentially significant impact **MM TRAN 1: Preferential Parking**. Prior to Project design approval, Kaiser shall designate preferential parking, which means dedicated parking spaces reserved for users that use a non-single-occupancy vehicle (SOV) mode of transportation, such as carpool and vanpool. Such spaces shall be located near building entrances to encourage and incentivize non-SOV trips. The preferential parking for vanpool and carpool vehicles shall be located on the west side of the Project site, near	Significant and unavoidable

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
			the existing four medical office buildings (MOB)s and the hospital. **MM TRAN 2: Carpooling**. Kaiser shall provide information regarding carpooling on various platforms such as bulletin boards, intranet, new hire information packets, etc., to encourage carpools and thereby reducing employee VMT. Kaiser shall encourage the use of carpool matching service, such as Waze Carpool, to help employees find carpool partners. Information on UberPool and Lyft Share can help find riders along the route to fill the empty seats and split the costs. Kaiser shall facilitate a carpooling program for employees and encourage employees to use the program. **MM TRAN 3: Vanpooling**. Kaiser shall provide information about vanpooling on bulletin boards and intranet (private network for employees), allowing employees to find available seats in an existing	

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
			vanpool that matches their commuting preferences. **MM TRAN 4: Guaranteed Ride Home Program**. Kaiser shall provide information about the Guaranteed Ride Home (GRH) Program to employees via emails, bulletin board, and intranet so that employees participating in carpool/vanpool programs can sign up for program, thereby reducing VMT. **MM TRAN 5**: **Website**. Kaiser shall create a webpage to access information about the transportation services available reduce employee VMT. The website can provide essential travel information for first time visitors to the project. The website should include information such as address, site map, transportation options (carpool and vanpool), and timetables for transit routes near the project site. Additionally, external resource links to the Riverside Transit Agency (RTA) can be provided for users to access	

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
			relevant transit schedules and transit network map. The intranet can provide employees information and resources regarding vanpooling, GRH Program, and other relevant information regarding transportation options and services. **MM TRAN 6**: **Marketing**. Kaiser shall provide marketing and outreach efforts to encourage employees to participate in various alternative transportation events. Marketing shall be in the form of flyers, brochures, raffles, and other promotional events. Flyers shall be posted for events such as National Bike to Work Day and World Car-Free Day to encourage employees to use alternative modes of transportation. **MM TRAN 7**: **Information Center**. Kaiser shall provide an information center, a static board, or an interactive kiosk, at commonly trafficked areas for the convenience of employees to	

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
			obtain information about various transportation services. **MM TRAN 8**: **Bus Stop Amenities**. Kaiser shall provide bus stop amenities at existing stops on Magnolia Avenue, within the vicinity of the Project. These amenities may include shelters, benches, and trash receptacles. Shelters at bus stops provide protection to passengers in the event of inclement weather. Kaiser shall coordinate with City/RTA to determine the design and placement of shelters, benches, and trash receptacles prior to implementation of these added amenities. Kaiser shall provide ADA compliant connectivity from the Hospital Expansion site directly to the existing bus stop. **MM TRAN 9**: **Telecommuting/Alternative Work Schedules**. Kaiser shall encourage telecommuting opportunities and alternative work schedules. Telecommuting eliminates the need to be physically present at the worksite if	

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
			the work can be done remotely. Alternative work schedules include a compressed work week, flexible daily work schedule, and staggered shifts to alleviate transportation demand during peak hours. **MM TRAN 10**: **Transportation Coordinator**. Kaiser shall designate an onsite transportation coordinator to oversee, monitor, and promote the Transportation Demand Management (TDM) program. The coordinator will answer questions that employees and patients have about the available transportation services, prepare mobile amenities for employees, promote the TDM program through public outreach, conduct employee surveys about the TDM program and improve/adjust if necessary, and coordinate with local transit agencies and transportation authorities to relay up-to-date information about transit service changes and active/future projects.	

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
			MM TRAN 11: **Bus Passes**. Kaiser shall provide partial subsidy of CommuterLink bus pass for new employees for the first three years after the Project completion day to encourage the use of public transit. **MM TRAN 12**: **IE Commuter Program**. Kaiser shall promote the IE Commuter program and provide rideshare information to all employees via emails, project website, information center, and the Transportation Coordinator required per **MM TRAN 10**. **MM TRAN 13**: **Service Amenities**. Kaiser shall provide service amenities on-site such as ATMs, cafeteria, café, gift shop, food carts and vending machines to reduce the need for employees to travel off-site throughout the workday.	

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
Transportation	IS, p. 88	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks	No impact, no mitigation is required.	No mitigation required.
Transportation	IS, p. 88	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)	Less than significant impact, no mitigation is required.	No mitigation required.
Transportation	IS, p. 89	Result in inadequate emergency access.	Less than significant impact, no mitigation is required.	No mitigation required.
Tribal Cultural Resources	DEIR Section 5.2	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American	Less than significant with mitigation. **MM Cult 1**, **MM Cult 2**, and **MM Cult 3** above and **MM TCR 1**: Treatment and Disposition of Cultural Resources: In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project, the following procedures will	Less than significant.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
		tribe, and that is Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k),	be carried out for treatment and disposition of the discoveries: 1. **Consulting Tribes Notified**: within 24 hours of discovery, the consulting tribe(s) shall be notified via email and phone. The developer shall provide the city evidence of notification to consulting tribes. Consulting tribe(s) will be allowed access to the discovery, in order to assist with the significance evaluation. 2. **Temporary Curation and Storage**: During the course of construction, all discovered resources shall be temporarily curated in a secure location on site or at the offices of the project archaeologist. The removal of any artifacts from the Project Site will need to be thoroughly inventoried with tribal monitor oversight of the process; and 3. **Treatment and Final Disposition**: The landowner(s) shall relinquish	

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
			ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The Applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Riverside Community and Economic Development Department with evidence of same: a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed; b. A curation agreement with an appropriate qualified repository	

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
			within Riverside County that meets federal standards per 36 CFR Part 79 and therefore will be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation; c. If more than one Native American tribe or band is involved with the project and cannot come to a consensus as to the disposition of cultural materials, they shall be curated at the Western Science Center or Riverside Metropolitan Museum by default; and d. At the completion of grading, excavation, and ground-disturbing activities on the site, a	

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
			Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Riverside, Eastern Information Center, and consulting tribe.	

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
Tribal Cultural Resources	DEIR Section 5.2	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe	Less than significant with mitigation. **MM Cult 1**, **MM Cult 2**, **MM Cult 3,** and **MM TCR 1** above	Less than significant.
Utilities & Service Systems	IS, pp. 90-92	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.	Less than significant impact, no mitigation is required.	No mitigation required.
Utilities & Service Systems	IS, pp. 92–93	Have sufficient water supplies available to serve the project and reasonably foreseeable future	Less than significant impact, no mitigation is required.	No mitigation required.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
		development during normal, dry and multiple dry years		
Utilities & Service Systems	IS, p. 93	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments	Less than significant impact, no mitigation is required.	No mitigation required.
Utilities & Service Systems	IS, p. 94	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals.	No mitigation is required.	Less than significant.
Utilities & Service Systems	IS, pp. 94–95	Comply with federal, state, and local statutes and regulations related to solid waste	Less than significant impact, no mitigation is required.	No mitigation required.
Wildfire	IS, pp. 95–96	Substantially impair and adopted emergency response plan or emergency evacuation plan	Less than significant impact, no mitigation is required.	No mitigation required.

Table 1-B – Impact Summary Matrix

Impact Category	Location of Analysis (IS or DEIR)	Impact	Level of Impact and Mitigation Measure (if required)	Level of Impact After Mitigation
Wildfire	IS, p. 96	Due to slope, prevailing winds and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire	Less than significant impact, no mitigation is required.	No mitigation required.
Wildfire	IS, pp. 96–97	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities that may exacerbate fire risk or that may result I temporary or ongoing impacts to the environment	No impact, no mitigation is required.	No mitigation required.
Wildfire	IS, p. 97	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes	Less than significant impact, no mitigation is required.	No mitigation required.

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1.8 Alternatives to the Proposed Project

State *CEQA Guidelines* Section 15126.6 identifies the parameters within which consideration and discussion of alternatives to a proposed project should occur. As stated in this section of the Guidelines, alternatives must focus on those that would feasibility attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project

1.8.1 Alternatives Rejected from Further Consideration

Pursuant to State *CEQA Guidelines* Section 15126.6(f)(2), alternate sites should be evaluated, if any feasible sites exist, where significant impacts can be lessened.

An alternative site for the hospital expansion Project would not be logical and would not meet the basic project objectives. Kaiser has identified the need, as outlined in the Project Objectives, to expand hospital services at the current hospital location, including increasing the number of emergency room, operating room, and recovery room beds at the Kaiser Permanente Riverside Medical Center campus (10800 Magnolia Avenue) in order to support the growing population and service demands in the localized region.

Kaiser Permanente operates multiple facilities and medical office buildings throughout the Inland Empire area (e.g. Fontana, Moreno Valley, Murrieta) and a few others located in the City of Riverside; the Hospital Expansion Site is the main Kaiser Permanente hospital in Western Riverside County and offers a comprehensive, “one stop shop” medical care. There is a deficiency in hospital capacity at the Kaiser Permanente Riverside Medical Center location. Specifically, different Kaiser hospitals in the region are used by patients for emergency room services, operating rooms, intensive care units, and neonatal intensive care units. Therefore, an alternative location for these facilities is already being utilized and will not fix the underserved population at the Riverside Medical Center Hospital location. Further, the Project Objectives would not be satisfied by dispersion of services and facilities. Additionally, use of an alternative site or sites for the uses within the Project would not minimize the significant VMT impact, and in fact may well exacerbate it and increase its severity. The only identified VMT impact of the Project stems from employee trips and applying conservative assumptions to the number and length of such trips. The same assumptions as to employee need, and employee trips, would pertain to an alternate site or sites for Project facilities, thus resulting in the same employee VMT effects as with the Project, but likely without the VMT reduction from the Project’s consolidation of patient services.

For these reasons, an alternative site for the expansion of the hospital and parking structure was rejected as being infeasible and would not result in reduced impacts compared to the Project

1.8.2 Alternatives Evaluated in the DEIR

This Draft EIR evaluates 1) a No Project Alternative and 2) a Reduced Intensity Alternative.

Alternative 1 – No Project/No Expansion
Pursuant to State *CEQA Guidelines* Section 15126.6(e)(3)(B), the No Project Alternative for a development project on identifiable property is the circumstance under which the proposed Project does not proceed, and the discussion of the No Project Alternative must compare the environmental effects from the Project Site remaining in its existing state, versus the environmental effects that would occur if the proposed Project were approved. Accordingly, under the No Build Alternative, the Hospital Expansion Site and Off-Site Area 1 and Off-Site Area 2 would remain in their existing condition and expansion of the existing medical facility as well as the construction of the parking structure would not occur.

Transportation
The Project will result in new employees being added to the Kaiser Permanente Riverside Medical Center due to the expansion of services from increasing demand for medical services through the region. If the Project were not approved, and Alternative 1 No Project/No Expansion is implemented, there would still be new employee trips generated because the services are still needed. However, these employee trips would most likely not be to the Riverside location under the No Project/No Expansion Alternative, but would instead be spread out throughout the region to the other Kaiser Permanente facility locations (i.e. Murrieta, Moreno Valley, Fontana). Impacts within the City under the No Project/No Expansion would be less than the Project and may not be significant. However, within the region, without the Project, patient VMT would not decrease as the patients would have to be served elsewhere. Employee trips would still occur at other Kaiser Permanente facilities. Therefore, the No Project/No Expansion Alternative would likely result in less impact from VMT when compared to the Project given the City's impact threshold that focuses on VMT within the City; however, Alternative 1 would still result in VMT impacts in the region due to the need for patients to drive elsewhere for services not provided at the Kaiser Permanente Riverside Medical Center and the need for employees to serve those patients in the other locations.

Tribal Cultural Resources
The No Project/No Expansion Alternative would not involve the City making a discretionary action, and no physical construction would occur; thus, there would be no AB 52 Tribal Consultation. Therefore, this Alternative would not result in any impacts to existing known or unknown tribal cultural resources as the existing medical center and hospital would stay in operation.

Relationship to Project Objectives
Alternative 1 – No Project/No Expansion would not meet any of the Project Objectives, and certainly not the basic objectives of the Project. Section 15126.6(f)(1) of the State *CEQA Guidelines* states that among the factors that may be taken into account when addressing the feasibility of alternatives, are site suitability and economic viability; Alternative 1 is neither

suitable for the social or economic conditions for the City as the region overall is experiencing population demand for more medical services than can currently be served at the existing Riverside location.

Alternative 2 – Reduced Intensity Alternative

Since the intent of the Alternatives analysis is to explore alternatives to the Project that would lessen the significant impacts from the Project, the focus of Alternative 2 – Reduced Intensity Alternative would be to attempt to reduce the project VMT. Under the Reduced Intensity Alternative, the proposed Project would instead entail the construction of facilities approximately half the size of the proposed Project. Specifically, Alternative 2 would include reducing the size of the Hospital Tower and Diagnostics and Treatment buildings by half and not constructing the parking garage in order to reduce VMT impacts by approximately half of the proposed Project. The number of new hospital beds would be reduced by half from the proposed Project, existing double occupancy rooms would not be converted to single occupancy, the parking garage at the Hospital Expansion Site, and the parking lots at Off-Site Area 1 and Off-Site Area 2 would not be constructed.

Transportation

Daily VMT generated under the Reduced Intensity Alternative would be approximately half of the Project's Daily VMT of 9,316, which would be 4,658 Daily VMT. Alternative 2 would reduce the project scope by half along with reduction in Project's VMT generated by new employees. However, the reduction would not reduce the amount of employee VMT required to reduce the Project's VMT impact to less than significant. Therefore, the resultant VMT from employees under this Alternative would not be below the City's VMT Threshold of no net change from existing conditions.

Furthermore, because certain patients would most likely continue to need to travel outside Riverside for services, the reduced service expansion would not meet patient needs that would otherwise be provided by the Project. Therefore, the level of patient VMT decrease achieved by the Project would not be attained and employee VMT would occur for the service to those patients served elsewhere. Thus, regional VMT (as opposed to VMT within Riverside) could be higher than with the Project.

Tribal Cultural Resources

A reduction in the size of the project buildings would not change the requirement for AB 52 consultation on the new facilities, albeit smaller than the Project. Therefore, it is expected that impacts to tribal cultural resources would be the same for Alternative 2, as for the Project.

Relationship to Project Objectives

Alternative 2 – Reduced Intensity Alternative meets five of the twelve Project Objectives; however, these objectives would be met to a lesser degree than the proposed Project, as a result of a smaller project than is proposed. Since the VMT is being generated by the employees at the Riverside location, no matter the size, even a smaller footprint of the buildings under Alternative 2 would still result in VMT impacts that would exceed the City's

threshold of no net increase of VMT. Since the purpose of the Project is to accommodate jobs and provide for medical services to be centrally located instead of having Kaiser patients drive to separate facilities across the region, Alternative 2 – Reduced Intensity does not meet all of the Project Objectives, and does not reduce the significance impacts to less than significant levels. For these reasons, Alternative 2 is rejected as infeasible.

Table 1-C – Comparison of Alternatives Matrix, below, compares the potential environmental impacts of each alternative and ranks each alternative as having impacts that are increased, similar, or reduced in comparison to the proposed Project.

Table 1-C – Comparison of Alternatives Matrix

Environmental Issue	Proposed Project	Alternative 1 No Project	Alternative 2 Reduced Intensity
Transportation	SU	None	SU
Tribal Consultation	LTSM	None	LTSM
None: No impact LTS: Less than significant LTSM: Less than significant with mitigation SU: Significant, Unavoidable			

1.9 Environmentally Superior Alternative

Section 15126.6(e)(2) of the State *CEQA Guidelines* requires the identification of the environmentally superior alternative. Of the alternatives evaluated above, Alternative 1 – No Project/No Expansion is the environmentally superior alternative because the Project Site would stay in its existing condition. Since no expansion of the hospital or construction of off-site parking lots would occur, Alternative 1 would eliminate the significant and unavoidable impacts to VMT resulting from increased employee traffic from the proposed Project; but it would not reduce employee traffic. Alternative 1 would increase the amount of VMT by Kaiser patients (at least outside the City) as they would need to drive a greater distance to various other facilities throughout the region.

The State *CEQA Guidelines* also require the identification of another environmentally superior alternative if the No Project Alternative is the environmentally superior alternative.

Alternative 2 – Reduced Intensity Alternative is environmentally superior to the proposed Project because this alternative would reduce impacts to VMT by roughly half and would include half of the physical improvements as the Project. However, Alternative 2 would also not include the parking garage, which would not increase the parking for patients accessing the Kaiser Permanente Riverside Medical Center campus. Alternative 2 does meet six of the twelve Project objectives; however, it does not meet the need to increase the services offered

at one site in response to the increase in population in the City and the growing needs for more of the hospital facilities at one location.

Alternative 2 reduces the employee VMT impacts; however, the tradeoff would be that the VMT of Kaiser Permanente patients traveling to the various Kaiser Permanente facility locations throughout the region would increase. Because the demand for hospital services is not expected to decrease, limiting the number of facilities at the Kaiser Permanente Riverside Medical Center in order to reduce employee VMT would be offsetting the VMT impacts to other Kaiser Permanente locations. Therefore, although Alternative 2 is environmentally superior to the Project, Alternative 2 is rejected as infeasible because it still results in VMT impacts elsewhere.

1.10 Other CEQA Topics

The State *CEQA Guidelines* set forth several general content requirements for a DEIR, including certain potential impacts which must be addressed. Those impact areas applicable to this Project include the potential for the Project to cause cumulative impacts (Section 15130); unavoidable adverse impacts (Section 15126(b)); growth inducing impacts (Section 15126(d)); or significant irreversible changes caused by a project (Section 15126.2(c)). Section 15125(d) of the State *CEQA Guidelines* also requires an EIR to discuss any inconsistencies between the proposed Project and applicable general and regional plans. These topics are summarized below and discussed in Section 6 of the DEIR.

1.10.1 Significant Unavoidable Adverse Impacts

This topic is intended to address any significant impacts that cannot be mitigated to below a level of significance (State *CEQA Guidelines* Section 15126.2). As discussed in Section 5.1 – Transportation and Section 6.1.2, even with implementation of mitigation measures **MM TRANS 1 through MM TRANS 13,** the proposed Project will result in Project-specific and cumulatively significant unavoidable impacts to vehicle miles traveled.

1.10.2 Growth Inducing Impacts

According to CEQA Guidelines Section 15126.2(e), a project may foster economic or population growth, or additional housing, either indirectly or directly, in a geographical area if it meets any one of the following criteria:

- A project would remove obstacles to population growth;
- Increases in the population may tax existing community service facilities, causing significant environmental effects; or
- A project would encourage and facilitate other activities that could significantly affect the environment.

As discussed under the Population and Housing subheading in Section 4, Environmental Effects Found Not to be Significant of this Draft EIR and Initial Study threshold 14, Population and Housing, the proposed Project would require approximately 746 new full-time employees. Although it is likely that the majority of new employees would already be living in the City or surrounding communities, it is possible that some employees would move to the City. Assuming an average household size of 3.28 persons, the Project could, at most, result in an indirect population increase of approximately 2,446 persons.

Based on Southern California Association of Governments (SCAG) growth forecasts in *Connect SoCal* the City's population is estimated to reach 395,800 persons by 2045, representing a total increase of 70,500 persons between 2016 and 2045. The Project's highest potential indirect population growth (2,446 persons) represents approximately 3.5 percent of the City's anticipated population increase by 2045, and less than one percent of the City's total projected 2045 population. (SCAG, p. 39; IS, pp. 83–84.)

Connect SoCal employment forecasts estimate the City's employment to reach 188,700 jobs by 2045, representing a total increase of 43,300 jobs between 2016 and 2045. The approximately 746 Project-generated jobs represent approximately 1.7 percent of the City's anticipated jobs increase by 2045, and less than one half of one percent of the City's total projected 2045 employment. Since the Project is consistent with the Typical Growth Scenario of the GP 2025, it is not reasonably foreseeable that the Project would cause the GP 2025 buildout population or employment forecasts to be exceeded. (SCAG, p. 39; IS, pp. 83–84, 91).

The Project does not require the provision or extension of utilities that could serve future development. The existing storm drain system at the Hospital Expansion Site would be expanded as part of the Project to convey on-site flows so there would be no increase in stormwater runoff with the implementation of the proposed Project. Therefore, no off-site improvements to the existing stormwater system would be required. (IS, p. 91).

The Project Site is located in a highly developed area that is fully served with all utilities. The Project does not include or require utility infrastructure that accommodate growth or development beyond what is proposed. Additionally, the Project does not open any large undeveloped areas for new uses. Therefore, direct and indirect growth-inducing impacts would be less than significant.

1.10.3 Significant Irreversible Environmental Changes which would be Involved in the Proposed Project Should it be Implemented

Nonrenewable resources, such as gravel and steel, will be consumed during Project construction. Energy, fossil fuels, oils, and natural gas will be irreversibly committed during Project construction. These same resources are used for vehicles traveling to and from the Project Site and energy used to operate the Project. The continued use of these resources associated with Project operations represents a long-term obligation. The energy consumed in construction and operation of the Project may be considered a permanent investment.

However, the Project will use "green" building materials, where feasible, to reduce impacts to nonrenewable resources. The proposed hospital tower and diagnostic and treatment building would be constructed to meet or exceed the LEED Gold performance standards. Because the LEED certification program does not include parking structures, the proposed parking structure would be designed and constructed in accordance with the rating system and performance standards for certification under the Green Garage Certification Program, which is the parking industry's equivalent of LEED certification, provided by the Green Parking Council, an affiliate of the International Parking Institute.

The Project would also be designed to meet or exceed requirements of the most current version of the Title 24 and CALGreen Building Codes. Energy-saving features incorporated into the proposed Project are anticipated to include low-impact design features such as drought-tolerant landscaping, low water and recycled water irrigation systems, energy-saving lighting, mechanical systems, low-flow plumbing fixtures and fittings, and transportation-related sustainability features, such as EV charging stations and bicycle facilities.

Because the Project would incorporate energy efficiency features in an effort to conserve energy over the life of its operation; the proposed Project would not result in long-term significant energy use.

2 INTRODUCTION

2.1 Background

A Conditional Use Permit (CU-038-834) was approved in 1984 for the construction of a medical campus for Kaiser Hospital at 10800 Magnolia Avenue. The medical campus included a hospital building, three medical office buildings, a 4-level parking structure, and surface parking lots. Construction was completed and the facility was opened in 1989. No new medical buildings or parking facilities have been added to what is now known as the Kaiser Permanente Riverside Medical Center. The Kaiser Permanente Riverside Medical Center is currently comprised of four Medical Office Buildings (MOB), surrounded by surface parking lots, and one parking structure. The existing facilities contain 226 hospital beds, including 51 single occupancy rooms, 78 double occupancy rooms, and 19 neonatal intensive care (NICU) rooms.

In response to growth within the Inland Empire area served by Kaiser Permanente's Riverside Medical Center, Kaiser Permanente is requesting a modification to Planning Case CU-038-834 to expand this facility. In addition to the expansion of the Kaiser Permanente Riverside Medical Center, Kaiser Permanente is also proposing the development of two off-site area to accommodate employee and construction worker parking during the expansion as described in detail in Section 3 – Project Description of this DEIR.

2.2 Purpose and Scope

The purpose of this Draft Environmental Impact Report (DEIR) is to evaluate and disclose potential environmental impacts resulting from the expansion of the Kaiser Permanente Riverside Medical Center (hereinafter referred to as the Hospital Expansion Site), and the construction and operation of two parking lots located at 10821 Magnolia Avenue (hereinafter referred to as Off-Site Area 1) and 11510 Magnolia Avenue (hereinafter referred to as Off-Site Area 2.) The Hospital Expansion Site, Off-Site Area 1, and Off-Site Area 2 are collectively referred to as the Project Site. The Project Site is located within the La Sierra District of the Magnolia Avenue Specific Plan. The Hospital Expansion Site is bordered by Magnolia Avenue to the north, Park Sierra Drive to the west, Castle Park to the south, and Polk Street to the east. Off-Site Area 1 is located directly north of the Hospital Expansion Site and is fronted by Magnolia Avenue. Off-Site Area 2 is located approximately 0.9 miles west of the Hospital Expansion Site at the northeast corner of Magnolia Avenue/Fillmore Street. The construction and operation of the proposed Kaiser Permanente Riverside Medical Center expansion (Hospital Expansion) and the two off-site areas will hereinafter be referred as the Project as further described in Section 3 – Project Description of this DEIR.

2.3 Authorization

This DEIR has been prepared by the City of Riverside (City) as "Lead Agency" in accordance with the California Environmental Quality Act (CEQA) (Pub. Res. Code Section 21000 et. seq), the Guidelines for the Implementation of the California Environmental Quality Act (State *CEQA*

Guidelines) (Sections 15000–15387 of the California Code of Regulations), and the City's *CEQA Guidelines*. The proposed Project considered in this DEIR is a "project," as defined by Section 15378 of the State *CEQA Guidelines,* which states that an EIR must be prepared for any project that may have a significant impact on the environment. The City, as Lead Agency, has determined that the Project may have a significant adverse impact on the environment; therefore, preparation of an EIR was required.

2.4 Lead and Responsible Agencies

CEQA defines a "Lead Agency" as the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect upon the environment. Other agencies, e.g., the South Coast Air Quality Management District, which also have some authority or responsibility to issue permits for Project implementation, are designated as "Responsible Agencies." Both the Lead Agency and Responsible Agencies must consider the information contained in the EIR prior to acting upon or approving a project. The City is the Lead Agency for the Project. The City's address is:

City of Riverside
Community & Economic Development Department
Planning Division
3900 Main Street, 3rd Floor
Riverside, California 92522
Contact: Brian Norton, Senior Planner
BNorton@riversideca.gov; Tel: (951)826-2308

Entitlement actions to be considered by the City of Riverside as Lead Agency include a Rezone, modification of a Conditional Use Permit, two Minor Conditional Use Permits, Design Review, and a Summary Vacation as described in Section 3 of the DEIR.

Responsible Agencies for the Project include but may not be limited to:

- **South Coast Air Quality Management Plan**: Issuance of permit to operate the proposed generator.

2.5 Project Applicant

The Project Applicant is:

Kaiser Permanente
Deborah Han, Senior Land Use Planner
National Facilities Services
393 E. Walnut Street, 4th Floor
Pasadena, California 91188

2.6 Compliance with CEQA

The basic purposes of CEQA are to:

- Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities;
- Identify the ways that environmental damage can be avoided or significantly reduced;
- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and
- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved. (State CEQA Guidelines, Section 15002)

2.6.1 Environmental Procedures

The EIR process typically consists of three parts—the Notice of Preparation (including the Initial Study), DEIR, and Final EIR. Pursuant to Section 15060(d) of the State *CEQA Guidelines*, the City prepared an Initial Study for the Project in order to determine if the Project may have a significant effect on the environment. Based upon the findings of fact contained within the Initial Study, the City concluded that the Project may cause potentially significant impacts related to transportation (vehicle miles traveled) and tribal cultural resources, and that an EIR should be prepared to address those topics. The NOP was distributed to the State Clearinghouse, responsible agencies, and other interested parties, on September 15, 2021. Pursuant to Section 15082 of the State *CEQA Guidelines*, recipients of the NOP were requested to provide responses within 30 days after their receipt of the NOP. Because the Project is considered to be of statewide, regional, or area wide significance, per Section 15206(b)(2)(E) of the State *CEQA Guidelines,* a virtual scoping meeting was held on September 27, 2021 via Zoom.

On September 27, 2021 between 6:00pm-7:00pm, a noticed public scoping meeting was held via Zoom. No members of the public attended this meeting; therefore, no comments were received. Appendix A.3 provides evidence that a meeting was held.

Agencies and interested parties that submitted written comments in response to the NOP are identified in **Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation** and copies of the letters received are included in Appendix A.4 of this DEIR.

Table 2-A – Summary of Written Comments Received in Response to the Notice of Preparation

Commenting Party (Date of Letter/email)	Summary of Comment	Addressed in Section(s) of the DEIR[a]
Native American Heritage Commission (September 15, 2021)	This comment letter identifies, outlines CEQA Guidelines and compliance regarding cultural resources. The NAHC recommends consultation with California Native American tribes and a cultural resources assessment.	Section 5.2 – Tribal Cultural Resources
South Coast Air Quality Management District (October 5, 2021)	This comment letter provides recommendations the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook as guidance when preparing air quality and greenhouse gas analyses. The letter identifies pollutant emission significance thresholds that should be used to determine the Project's air quality impacts. Additionally, South Coast Air Quality Management District is requesting all technical documents and appendices be submitted electronically during the DEIR public review.	The comment letter requests electronic files to be submitted at the time of DEIR public review. Since the Initial Study determined air quality and greenhouse gas emissions were less than significant, this topic is not further evaluated in the DEIR. Refer to Section 4 – Environmental Effects Found not to be significant.

Notes:
[a] Comments may also be addressed in other sections of the DEIR.

Copies of the NOP, the NOP distribution list, and copies of written comments received by the City in response to the NOP are included in Appendices A.1, A.2, and A.3.

An EIR is an informational document intended to inform decision-makers and the general public of potentially significant environmental impacts of a project. An EIR also identifies possible ways to minimize these potentially significant impacts (referred to as mitigation measures) and describes alternatives to a project that may also reduce its significant impacts. Having the authority to take action on the proposed Project, the City Planning Commission and City Council will consider the information in this EIR in their evaluations of the proposal. The findings and conclusions presented in the EIR regarding environmental impacts do not control the City's discretion to approve, deny, or modify the Project, but instead are presented as information to aid the decision-making process.

As set forth in Section 15021 of the State *CEQA Guidelines*, as Lead Agency, the City has the duty to avoid or minimize environmental damage where feasible. Furthermore, Section 15021(d) of the State *CEQA Guidelines* provides that, "CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors, and in particular the goal of providing a decent home and satisfying living environment for every

Californian." Other public agencies (i.e., Responsible and Trustee Agencies) that may use this DEIR in their decision-making or permit processes will consider the information in this DEIR along with other information that may be presented during the CEQA process. In accordance with CEQA, the public agencies will be required to make findings for each significant environmental impact of the proposed Project. As to impacts that cannot be mitigated to below a level of significance, if the Lead Agency determines that the benefits of the proposed Project outweigh unmitigated significant environmental effects, the Lead Agency will be required to adopt a Statement of Overriding Considerations stating the reasons supporting its action notwithstanding the proposed project's significant environmental effects.

2.6.2 Potentially Significant Environmental Effects

CEQA requires consideration and discussion of significant environmental effects. Sections 15126–15126.2 of the State *CEQA Guidelines* state that, "All phases of a project must be considered when evaluating its impact on the environment: planning, acquisition, development, and operation […] an EIR shall identify and focus on the significant environmental effects of the proposed project." CEQA provides that a DEIR shall focus on all potentially significant effects created by the project onto the environment, discussing the effects with emphasis in proportion to their severity and probability of occurrence. Effects dismissed in an Initial Study as less than significant and unlikely to occur need not be discussed further in the DEIR unless substantial evidence inconsistent with the finding in the Initial Study is subsequently received.

The Initial Study (included as Appendix A.5 to this DEIR) determined that the proposed Project would have a less than significant impact to the following issue areas: aesthetics, agriculture and forestry resources, air quality, energy, geology and soils (except for paleontological resources), hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, utilities and service systems, and wildfire. The Initial Study also determined that potentially significant impacts to biological resources, cultural resources, and paleontological resources would be less than significant with implementation of mitigation measures identified in the Initial Study. The mitigation measures set forth in the attached IS will be carried forward at the Project's decision stage, imposed as mitigation measures, and included in the Project's Mitigation Monitoring and Reporting Program (MMRP). Impacts determined to be less than significant in the Initial Study and any corresponding mitigation measures are further discussed in Section 4 – Environmental Effects Found Not to be Significant of this DEIR.

The Initial Study determined the Project may result in potentially significant impacts to Transportation and Tribal Cultural Resources. Section 5 – Environmental Impact Analysis of the DEIR addresses each environmental effect that the Initial Study determined to be potentially significant. Each effect is organized into an issue area; those that will be analyzed (and the specific section of the DEIR in which the analysis is contained) are listed below:

- Transportation/Traffic (Section 5.1)
- Tribal Cultural Resources (Section 5.2)

2.6.3 Format

This DEIR has been organized in several sections as follows:

Table of Contents to assist readers in locating the analysis of different subjects and issues as required by Section 15122 of the State *CEQA Guidelines*. A list of acronyms used in the DEIR is included in the table of contents.

Section 1 – Executive Summary covers the summary requirements of CEQA as required by Section 15123 of the State *CEQA Guidelines* and includes: the proposed project location, a brief project description, a matrix containing a summary of environmental impacts and mitigation measures, project objectives, approvals related to the proposed project, areas of controversy, and a brief description of the project alternatives.

Section 2 – Introduction describes the scope and purpose of the DEIR, identifies the project applicant and Lead Agency, provides a brief summary of the CEQA process to date, summarizes and identifies the documents incorporated by reference in the DEIR, identifies the parties that provided written comments in response to the IS/NOP, summarizes the comments provided, and identifies the location in the DEIR in which the comments are addressed.

Section 3 – Project Description contains the information required by Section 15124 of the State *CEQA Guidelines* including: a detailed description of the proposed project, the project objectives, a general description of the project's environmental setting, the approvals needed to implement the project, and a list of agencies expected to use the DEIR.

Section 4 – Environmental Effects Found Not to be Significant During Preparation of the Initial Study /Notice of Preparation identifies those environmental effects found not to be significant during preparation of the Initial Study.

Section 5 – Environmental Impact Analysis satisfies the requirements of Sections 15125, 15126, 15126.2, and 15126.4 of the State *CEQA Guidelines* by including an analysis of each environmental issue area determined to have potentially significant impacts during preparation of the Initial Study/ Notice of Preparation (IS/NOP). For each issue area analyzed, this section includes a discussion of the setting against which each issue area is analyzed, defines the related regulations affecting the proposed project, identifies the thresholds used to determine significance, describes any project design features that would reduce impacts, analyzes the proposed project's impacts, provides a description of any feasible mitigation measures suggested to reduce or lessen potential impacts, and discusses the project's impacts after mitigation.

Section 6 – Other CEQA Topics includes the project's cumulative impact analysis, unavoidable adverse impacts of the proposed project, and the growth-inducing impact discussion.

Section 7 – Alternatives to the Proposed Project satisfies the requirements of Section 15126.6 of the State *CEQA Guidelines* by identifying and discussing the no project alternative in addition to alternatives to the proposed project that lessen the severity of significant impacts and identifying the environmentally superior alternative.

Section 8 – References includes a listing of all reference materials, the organizations and persons contacted in preparing the DEIR, and a list of preparers as required by Section 15129 of the State *CEQA Guidelines.*

2.7 Documents Incorporated by Reference

Section 15150 of the State *CEQA Guidelines* permits and encourages an environmental document to incorporate by reference other documents that provide relevant data. The documents summarized below are incorporated by reference, and the pertinent material is summarized throughout this DEIR, where that information is relevant to the analysis of potential impacts of the Project. All documents incorporated by reference are available for review at, or can be obtained through, the City of Riverside Planning Division of the Community & Economic Development Department.

2.7.1 City of Riverside General Plan 2025 Final Program Environmental Impact Report

The *City of Riverside General Plan 2025 Final Program Environmental Impact Report* (GP 2025 FPEIR) was certified in 2007. The GP 2025 FPEIR provided a first tier analysis of the potential environmental effects of the adoption and implementation of the proposed General Plan, adoption and implementation of the comprehensive update of the Zoning Code and Subdivision Code, an amendment to the Noise Code, and adoption and implementation of the Magnolia Avenue Specific Plan as well as the adoption and implementation of the Citywide Design and Sign Guidelines. The GP 2025 FPEIR contains information regarding the environmental setting within the City and is available online at https://riversideca.gov/cedd/planning/city-plans/general-plan-0.

2.7.2 City of Riverside General Plan 2025

The *City of Riverside General Plan 2025* (GP 2025) was adopted in 2007. The GP 2025 is a long-range plan designed to control and regulate growth in the City and to maintain the quality of the human and natural environment. The GP 2025 is the City's planning "constitution," or a blueprint for development, and is the single-most important policy document in guiding land use and development decisions within the City (GP 2025 FPEIR, p. 2-5). To that end, the GP 2025 contains goals and policies that serve as the planning framework for the City in addition to providing direction for City operations and programs, and serves as a guide to public and private decision-making. The GP 2025 includes the following elements: Land Use and Urban Design, Circulation and Community Mobility, Housing, Arts and Culture, Education, Public Safety, Noise , Open Space and Conservation, Air Quality, Public Facilities, and Park and

Recreation Elements. The GP 2025 is available online at https://riversideca.gov/cedd/planning/city-plans/general-plan-0.

2.7.3 City of Riverside Municipal Code

The City's Municipal Code complements the GP 2025. The Municipal Code, which contains among other ordinances, the City's Zoning Code, is a mechanism to implement and enforce the goals, objectives, policies and programs articulated in the GP 2025. Many of the potential environmental concerns considered in this DEIR are adequately addressed through application of regulations contained in the Municipal Code. The Municipal Code is available online at http://www.riversideca.gov/municode/.

2.7.4 Magnolia Avenue Specific Plan (MASP)

The *Magnolia Avenue Specific Plan* (MASP) was originally adopted November 10, 2009. The MASP consists of six districts and covers approximately 1,588 acres. The project is located within the La Sierra district of the MASP. The vision for this area is to promote transit-oriented development that promotes pedestrian activity and provides medical support services to the Kaiser facility. The purpose of the MASP is to serve as a guideline for decision marking and provide direction for the future development proposals, public and private improvements, and action plan. The MASP was developed in conjunction with the City of Riverside General Plan 2025 and therefore zoning, land use designations, objectives, and policies in the MASP reflect and directly support the General Plan 2025. The MASP is available online at https://www.riversideca.gov/cedd/sites/riversideca.gov.cedd/files/pdf/planning/spec-plans/Final-Adopted-MASP.pdf.

2.7.5 Housing and Public Safety Element Updates and Environmental Justice Policies Environmental Impact Report

The Housing and Public Safety Element Updates and Environmental Justice Policies Environmental Impact Report (hereinafter the HPSEJ EIR) is a programmatic EIR that does not identify specific development projects that could occur as a result of approval of the Housing and Public Safety Element Updates and the new Environmental Justices policies. (HPSEJ DEIR, p. 1-5.)

The Housing and Public Safety Elements are citywide planning documents associated with GP 2025. One of the components of the Housing Element Update evaluated in the HPSEJ EIR is a rezoning program that involves amending the Zoning Code and Specific Plans to change the zone of multiple sites identified for future housing and mixed-use development, referred to as Opportunity Sites. Environmental Justice Policies are an additional component of the project evaluated in the HPSEJ EIR.

Off-Site Area 2 was included in the Housing Element Update as Opportunity Site 11. The Final Program Environmental Impact Report (FPEIR) prepared for the Phase 1 General Plan Update – Housing Element, Public Safety Element and Environmental Justice Policies (SCH No.

2021040089) certified by the Riverside City Council on October 5, 2021 assessed a total of 460 parcels totaling 581 acres for rezoning, Specific Plan and General Plan Land Use amendments to accommodate the City's 6th Cycle Regional Housing Needs Assessment (RHNA) obligation of at least 18,458 new residential units over an 8-year planning period (2021-2029). The FPEIR evaluated identified sites for a variety of zoning and Land Use changes that generally increased allowed development capacities to promote the development of new residential and mixed use projects, resulting in a potential net increase of 31,175 dwelling units. This evaluation included Off-Site Area2 (, also known as APN 132-020-033 identified as Site 11 in Appendix A – Opportunity Sites Inventory of the draft Housing Element) to be rezoned from R-1-7000-SP – Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones and CG-SP – Commercial General and Specific Plan (Magnolia Avenue) Overlay Zones to MU-U-SP – Mixed Use Urban and Specific Plan (Magnolia Avenue) Overlay Zones.

The FPEIR did not evaluate specific development densities or intensities for individual sites; rather, for sites proposed for Mixed Use Zones and General Plan designations, the FPEIR assumed that 33 percent of sites would develop with nonresidential uses, 33 percent would develop with residential uses, and 34 percent would develop with a mix of residential and nonresidential uses. Of the 34 percent that would develop with a mix of uses, it was further assumed that the resulting development would comprise 80 percent residential uses and 20 percent nonresidential uses by floor area. Residential floor area was then converted to an estimated number of dwelling units by assuming an average unit size of 1,050 square feet. However, City Council removed Opportunity Site 11 (Off-Site Area 2, APN 132-020-003) from the Ordinance changing the zone of the Opportunity Sites and, as a result, the MU-U-SP Zones were not applied to Off Site Area 2, as was evaluated in the FPEIR.

This Project proposes to amend the zone of Off-Site Area 2 (APN 132-020-003, formerly Opportunity Site 11) from R-1-7000-SP Overlay Zones and CG-SP – Commercial General and Specific Plan (Magnolia Avenue) Overlay Zones to MU-V-SP – Mixed-Use-Village and Specific Plan (Magnolia Avenue) Overlay Zones to permit construction of a parking lot. The MU-V – Mixed-Use Village Zone allows for less intense uses than the Housing Element proposed change to MU-U – Mixed-Use Urban. It is important to note that the proposed rezoning of Off-Site Area 2 is for the explicit purpose of a surface parking lot. Any other use of APN 132-020-003 (Off-Site Area 2) would potentially require a subsequent entitlement action and CEQA process.

The HPSEJ EIR is incorporated by reference because it evaluated a more intense use for Off-Site Area 2 than what is proposed by this Project and it includes a cumulative impact analysis based on buildout projections from General Plan 2025 and implementation of the Housing Element. Furthermore, the impacts of potential future development of Off-Site Area 2 were examined programmatically within the HPSEJ EIR. Therefore, the HPSEJ EIR is incorporated herein to analyze at a programmatic level the possible future development effects from the rezoning, while the Initial Study and this EIR are employed to analyze the Project-specific impacts of the rezoning and use of the property as a parking lot.

3 PROJECT DESCRIPTION

This Draft Environmental Impact Report (DEIR) analyzes the potential environmental effects of the construction and operation of an expansion of the Kaiser Permanente Riverside Medical Center, two off-site parking lots, and all associated on- and off-site supporting improvements, which are collectively referred to as the "Project."

A Conditional Use Permit (CU-038-834) was approved in 1984 for the construction of a medical campus for Kaiser Hospitals at 10800 Magnolia Avenue. The medical campus included a hospital building, three medical office buildings, a 4-level parking structure, and surface parking lots. Construction was completed and the facility was opened in 1989. In response to planned growth. Kaiser Permanente is requesting a modification to CU-038-834 to expand this facility.

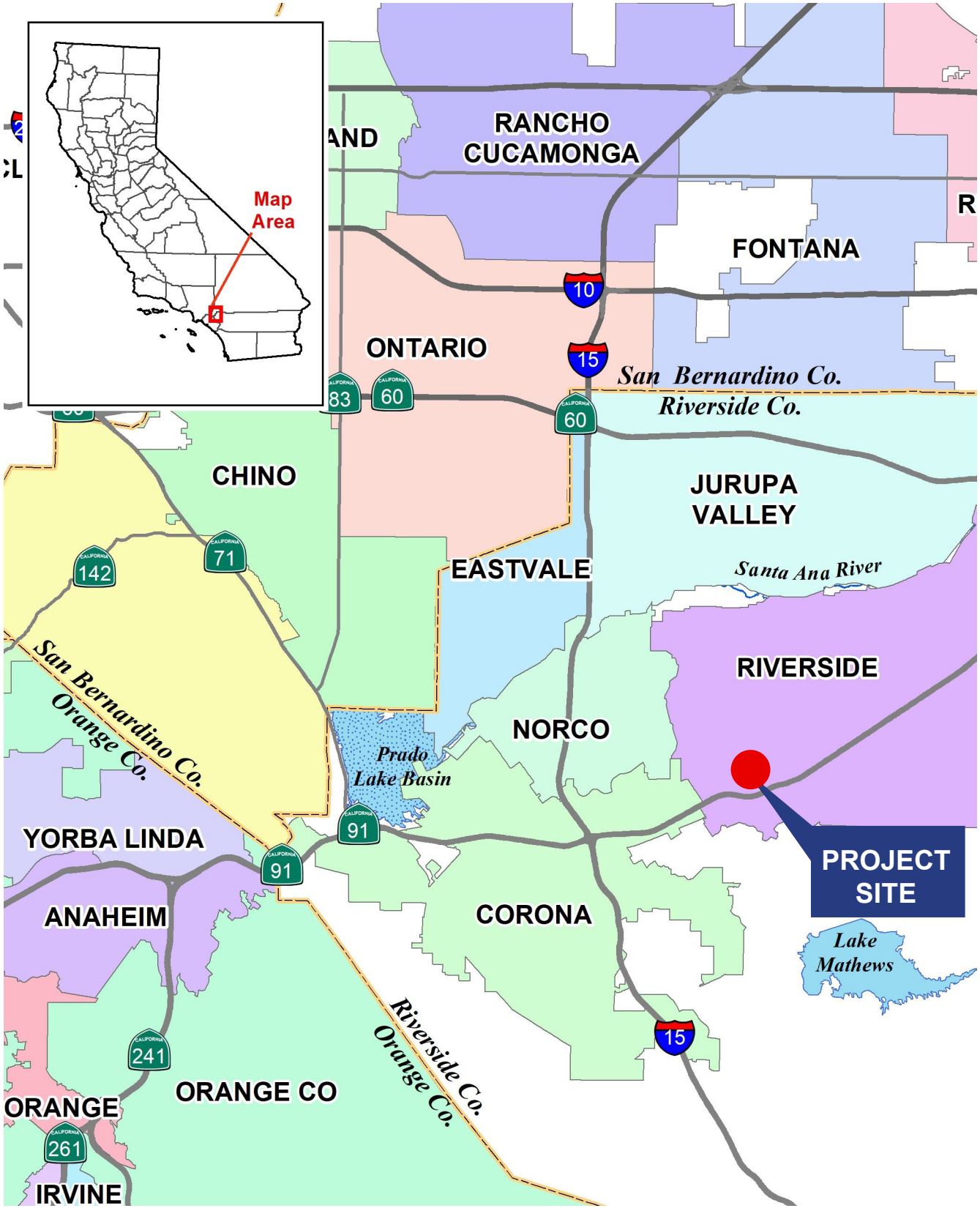
3.1 Project Location and Setting

3.1.1 Project Location

The Project vicinity is shown on **Figure 3-1 – Vicinity Map**. The proposed Project includes the expansion of the existing Kaiser Permanente Riverside Medical Center (referred to as the "Hospital Expansion" in the DEIR) and the construction of two off-site parking lots (referred to as "Off-Site Area 1" and "Off-Site Area 2" in this DEIR). The Hospital Expansion Site is located at 10800 Magnolia Avenue. Off-Site Area 1 and Off-Site Area 2 are located at 10821 Magnolia Avenue and 11510 Magnolia Avenue, respectively. All sites are located within the City of Riverside. The Hospital Expansion Site, Off-Site Area 1 and Off-Site Area 2 are collectively referred to as the Project Site. The Project Site encompasses approximately 43.8 gross acres, of which 21.8 acres will be developed as part of this Project, as shown in **Table 3-A**, below.

Table 3-A – Project Site Details

Location	APN	Acres	Acres Proposed for Development
Hospital Expansion Site	138-470-010	37.5	15.5
Off-Site Area 1	142-293-028	1.3	1.3
Off-Site Area 2	132-020-033	5.0	5.0
Total		43.8	21.8



SOURCE: Riverside Co. San Bernardino Co. and Orange Co.

ALBERT A. WEBB ASSOCIATES

FIGURE 3-1 VICINITY MAP

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION

The Project Site is located in the southwestern portion of the City within the La Sierra District of the Magnolia Avenue Specific Plan. The Hospital Expansion Site is bounded by Magnolia Avenue (to the north), Park Sierra Drive (to the west), Polk Street (to the east), and Castle Park (to the south). La Sierra Avenue is the nearest major cross street. Off-Site Area 1 is located north of Magnolia Avenue and across the street from the Hospital Expansion Site. Off-Site Area 2 is located west of the Hospital Site and is bounded by Magnolia Avenue (to the north), Fillmore Street (to the east), State Route 91 (SR-91) (to the south) and an existing apartment complex (to the west). (Refer to **Figure 3-2 – Project Site**.)

3.1.2 Project Site – Existing Conditions

The Hospital Expansion Site is located on the Kaiser Permanente Riverside Medical Center campus. The Kaiser Permanente Riverside Medical Center campus is situated on approximately 37.5 acres and includes four main medical buildings, generally located in the center of the site. (Refer to **Figure 3-3 – Existing Kaiser Permanente Riverside Medical Center Site Plan**.) Surrounding these buildings are staff and member surface parking lots. There is a staff parking structure on the east side of the campus. Throughout the perimeter of the Medical Center campus and the medical buildings are landscaped walkways. The Medical Center campus is accessed by five existing driveways. There are two full-access driveways on Park Sierra Drive, two full-access driveways on Polk Street, and one right-in and right-out driveway on Magnolia Avenue. As shown on **Figure 3-3**, the Polk Street entrances provide access to the primary routes for hospital staff, service, patient, and ambulance traffic. The Kaiser Permanente Medical Center currently has 226 hospital beds, including 51 single occupancy rooms, 78 double occupancy rooms, and 19 neonatal intensive care (NICU) rooms.

Off-Site Area 1 is currently a vacant lot located north of the Kaiser Permanente Riverside Medical Center Campus (see **Figure 3-4 – Proposed Off-Site Areas**) Off-Site Area 1 has been previously disturbed with ornamental trees and other shrub vegetation present. Walls and fences around Off-Site Area 1 consist of chain link fencing fronting Magnolia Avenue and the east property line, with a brick wall along the north and west property lines. Off-Site Area 1 has one entrance on Magnolia Avenue at the southeast corner of the site. Off-Site Area 1 is surrounded by existing urban development, specifically, Harbor Freight Tools to the east, single family residences to the north, and Pep Boys to the west.

Off-Site Area 2 is located approximately three-fourths of a mile south of the Medical Center Campus at the southeasterly corner of Magnolia Avenue and Fillmore Street (see **Figure 3-4**). Off-Site Area 2 is currently a vacant lot that has been heavily disturbed with remnants of an old concrete pad on the southeast portion of the site. There are two paved driveways on Fillmore Street in proximity to the concrete pad. Ornamental trees and other shrub vegetation are located throughout this site. Walls and fences around Off-Site Area 2 consist of chain link fencing around the northern, eastern, and southern property lines and a split-face block wall covered with overgrown vegetation on the western property line that separates Off-Site Area 2 from The Paseos at Magnolia apartment complex.

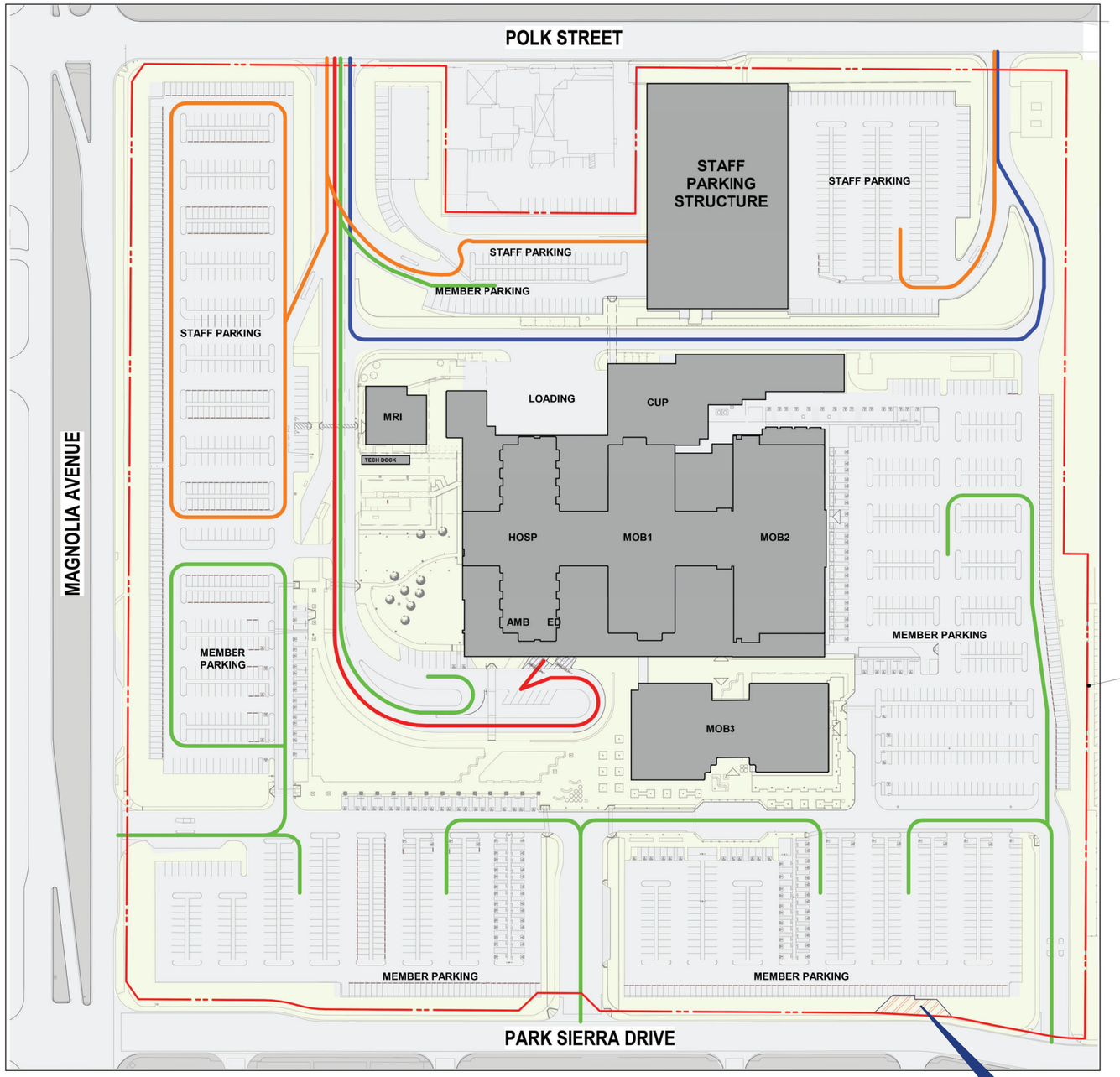


SOURCE: BING MAPS / GOOGLE MAPS

ALBERT A. WEBB ASSOCIATES

FIGURE 3-2 PROJECT SITE

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION



CIRCULATION LEGEND

- AMBULANCE ROUTE
- MEMBER ROUTE
- STAFF ROUTE
- SERVICE ROUTE FOR HOSPITAL DELIVERIES

PROPERTY LINE

LOT "D" - REFER TO FIGURE 3-12 - SUMMARY VACATION

EXISTING ON SITE PARKING REQUIREMENTS			
	PROGRAM DRIVERS	CURRENT CITY PARKING FACTOR	CURRENT CITY PARKING REQ'D
HOSPITAL/MOB 1 (OSHPD 1 BLDG.)			
- INPATIENT	226 BEDS	1 PER BED	226
- OUTPATIENT	27,900 SF	1 PER 180 SF	155
MOB 2	220,000 SF	1 PER 180 SF	1,222
MOB 3	88,000 SF	1 PER 180 SF	489
PARKING REQUIRED	-	-	2,092
CURRENT PARKING PROVIDED (BEFORE RE-STRIPE)	-	-	2,556

SOURCE: CO ARCHITECTS

SCALE: NOT TO SCALE

ALBERT A. WEBB ASSOCIATES

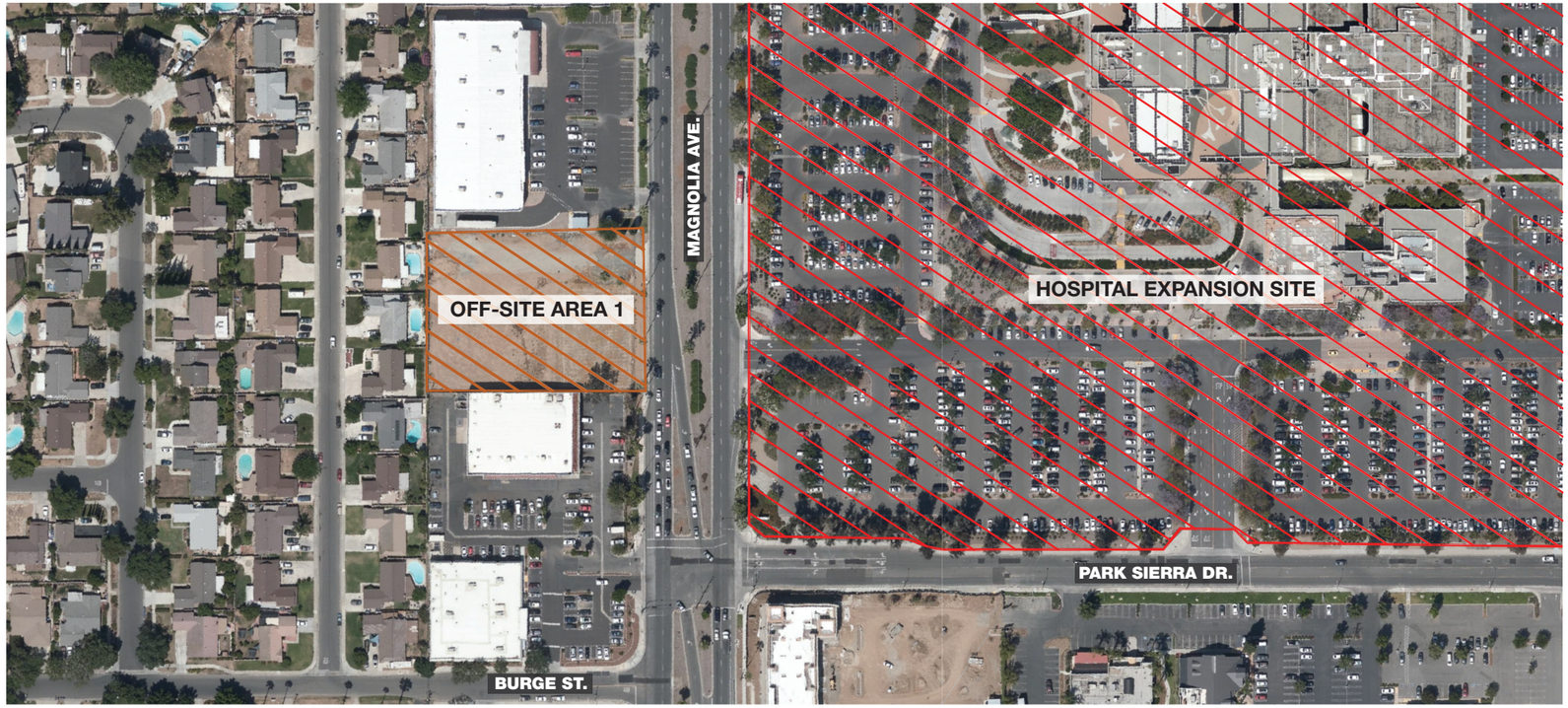
FIGURE 3-3 EXISTING KAISER PERMANENTE RIVERSIDE MEDICAL CENTER SITE PLAN

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION



KEY MAP 0 1,000’ 2,000’

SOURCE: BING MAPS / GOOGLE MAPS



OFF-SITE AREA 1 0 60’ 120’



OFF-SITE AREA 2 0 60’ 120’

ALBERT A. WEBB ASSOCIATES

FIGURE 3-4 PROPOSED OFF-SITE AREAS

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION

In addition to The Paseos at Magnolia to the west of this site, Off-Site Area 2 is surrounded by single family residences and the Rancho Riverside Mobile Home Community to the east, the SR-91 to the south, and multi-family development to the north (across Magnolia Avenue).

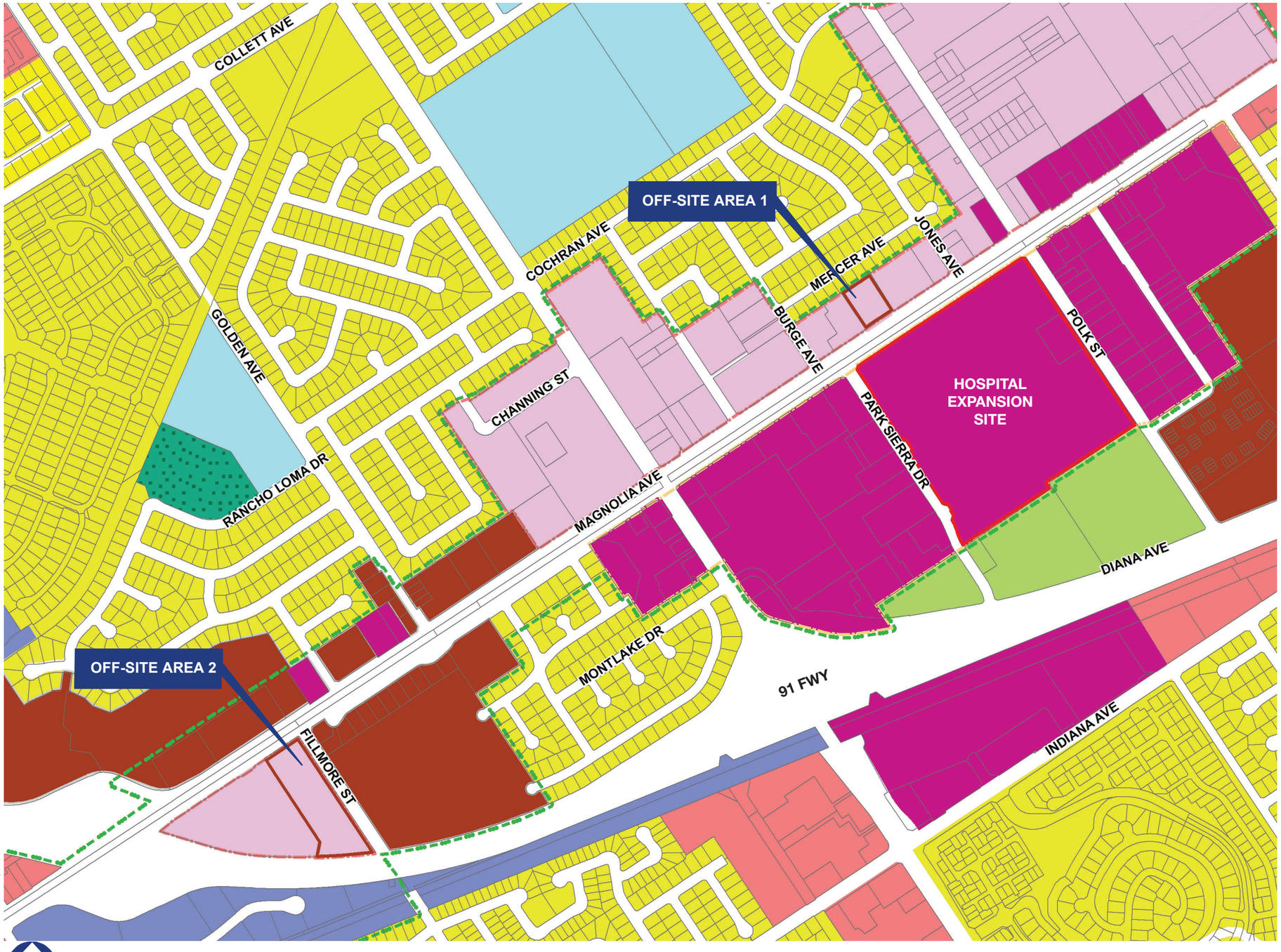
3.1.3 Land Use Designation, Specific Plan, and Zoning

The City of Riverside General Plan 2025 ("the GP 2025") designates the Hospital Expansion Site as MU-U – Mixed -Use Urban within the La Sierra District of the Magnolia Avenue Specific Plan. Both Off-Site Areas 1 and 2 are designated MU-V – Mixed-Use Village. **Figure 3-5 – Land Use Designation** (on page 3-8) shows the existing land use designations for the Project Site and surrounding areas.

Development of the Project Site is also guided by the La Sierra District of the Magnolia Avenue Specific Plan which was adopted in 2007 by the City in order to encourage and provide incentives for economic development in the 1,588-acre planning area. The Magnolia Avenue Specific Plan designates the Hospital Expansion Site as Mixed Use – Urban and the off-site areas as Mixed Use – Village as shown on **Figure 3-6 – Magnolia Avenue Specific Plan (MASP)** on page 3-9.

Further, per City's the Zoning Map (see **Figure 3-7 – Zoning Map** on page 3-10), the Hospital Expansion Site is zoned CR-SP -Commercial Retail- and Specific Plan (Magnolia Avenue) Overlay Zones Off-Site Area 1 is zoned MU-V-SP – Mixed Use - Village and Specific Plan (Magnolia Avenue) Overlay Zones and Off-Site Area 2 is zoned R-1-7000–SP – Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones and CG–SP - Commercial General and Specific Plan (Magnolia Avenue) Overlay Zones**.**

As part of the Project's entitlements to allow a surface parking lot at Off-Site Area 2, a Rezone has been submitted to amend the zone from R-1-7000 SP – Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones and CG-SP – Commercial General and Specific Plan (Magnolia Avenue) Overlay Zones to MU-V-SP –Mixed Use - Village and Specific Plan (Magnolia Avenue) Overlay Zones.



SOURCE: City of Riverside GP Land Use, La Sierra District MASP

LEGEND

MAGNOLIA AVENUE SPECIFIC PLAN:

- LA SIERRA DISTRICT

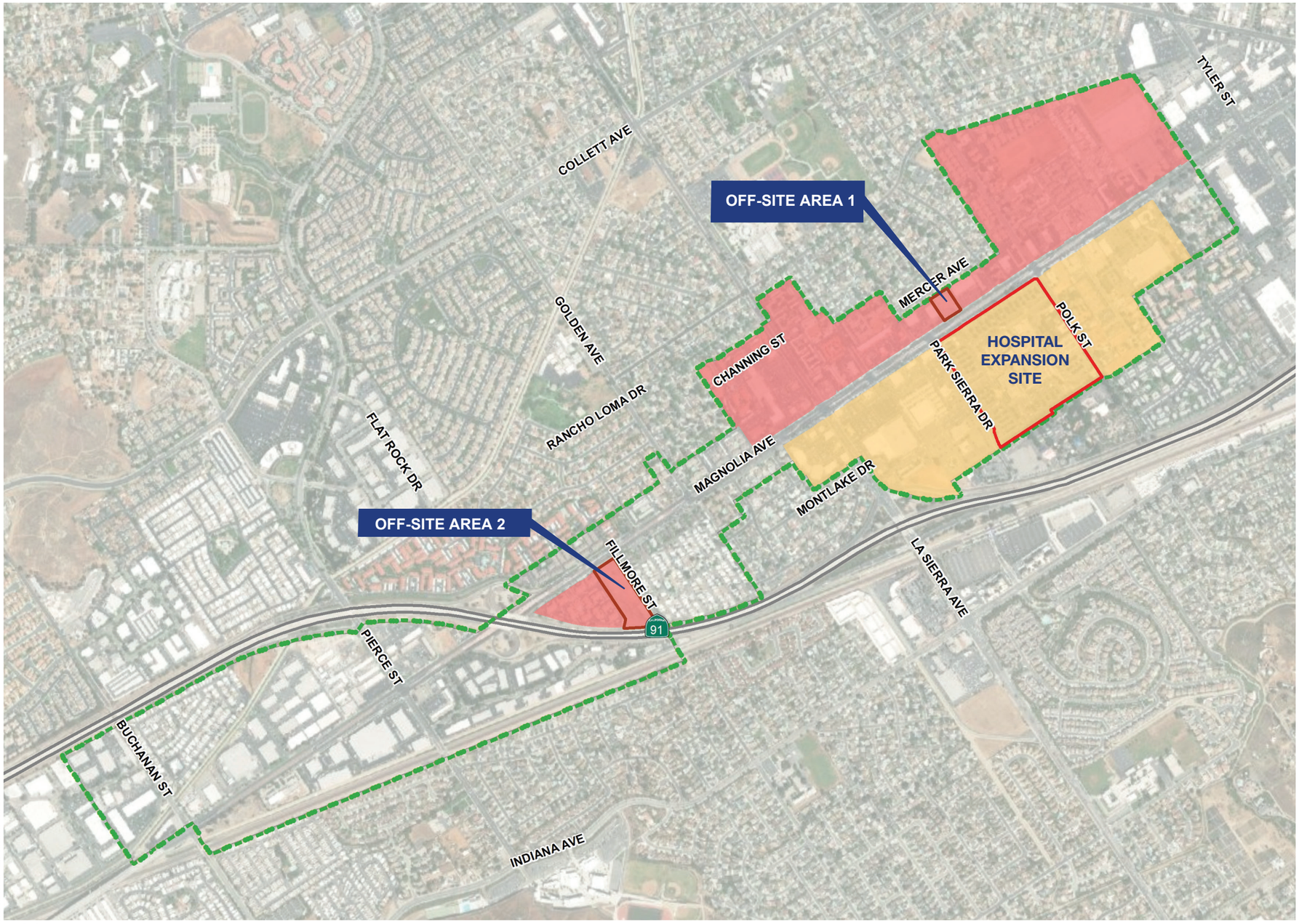
LAND USE DESIGNATION

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- MEDIUM HIGH DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- VERY HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- OFFICE
- BUSINESS/OFFICE PARK
- MIXED USE - VILLAGE
- MIXED USE - URBAN
- PUBLIC FACILITIES / INSTITUTIONAL
- PRIVATE RECREATION
- PUBLIC PARK

ALBERT A. WEBB ASSOCIATES

FIGURE 3-5 LAND USE DESIGNATION

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION



SOURCE: La Sierra MASP

LEGEND

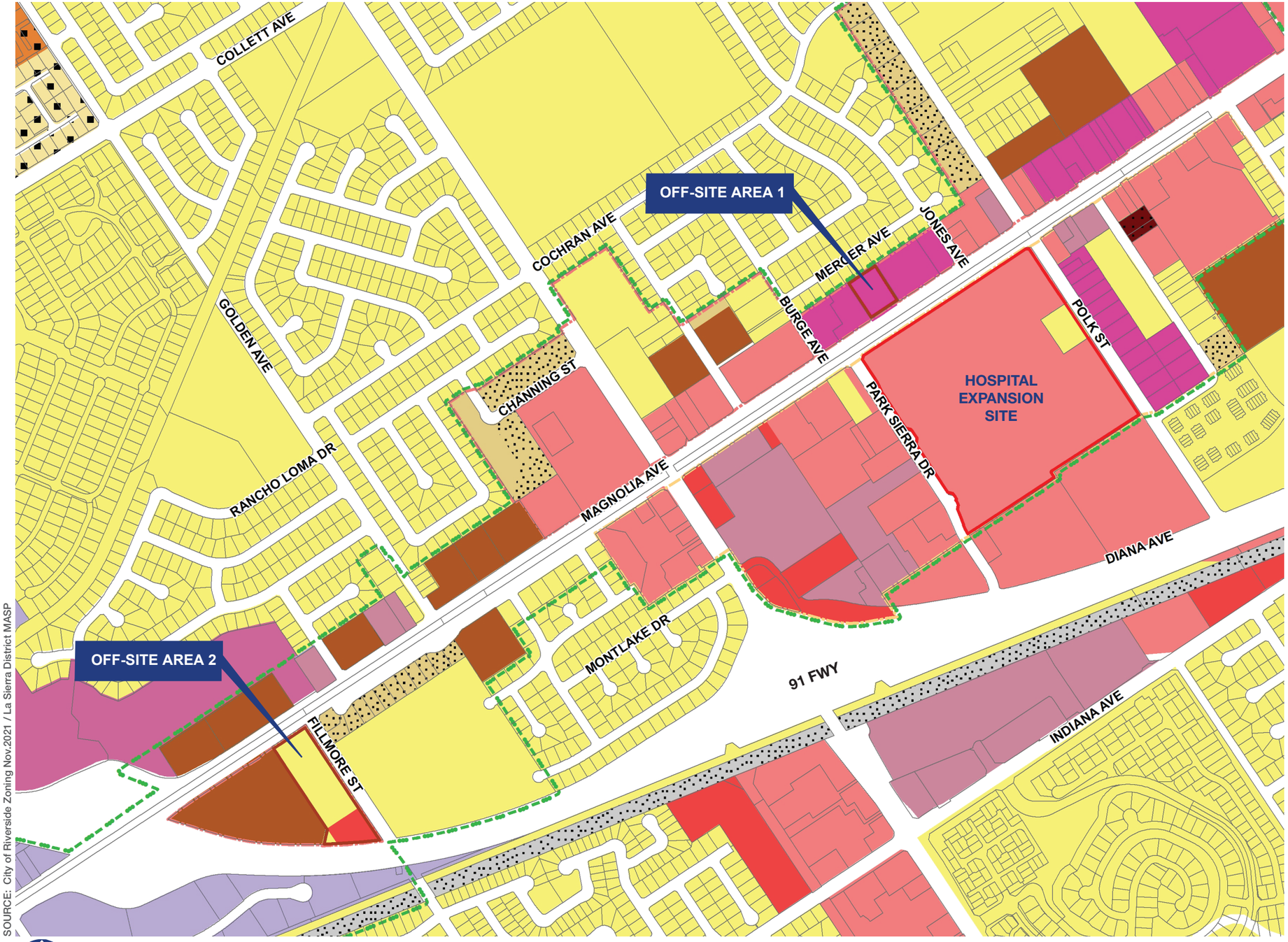
MAGNOLIA AVENUE SPECIFIC PLAN: LA SIERRA DISTRICT DESIGNATION

- MIXED USE - URBAN
- MIXED USE - VILLAGE
- LA SIERRA DISTRICT

ALBERT A. WEBB ASSOCIATES

FIGURE 3-6 MAGNOLIA AVENUE SPECIFIC PLAN (MASP)

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION



SOURCE: City of Riverside Zoning Nov.2021 / La Sierra District MASP

LEGEND

MAGNOLIA AVENUE SPECIFIC PLAN

LA SIERRA DISTRICT

NOTE: ALL PARCELS LOCATED WITHIN THE MAGNOLIA AVENUE SPECIFIC PLAN HAVE AN OVERLAY ZONE DESIGNATION OF "SP"

CITY OF RIVERSIDE ZONING

- R-18500 - SINGLE FAMILY RESIDENTIAL
- R-1-7000 - SINGLE FAMILY RESIDENTIAL
- R-3-4000 - MULTI-FAMILY RESIDENTIAL
- R-3-2500 - MULTI-FAMILY RESIDENTIAL
- R-3-2000 - MULTI-FAMILY RESIDENTIAL
- R-3-1500 - MULTI-FAMILY RESIDENTIAL
- R-4 - MULTI-FAMILY RESIDENTIAL
- O - OFFICE
- CR - COMMERCIAL RETAIL
- CG - COMMERCIAL GENERAL
- BMP - BUSINESS & MANUFACTURING
- MU - U - MIXED USE - URBAN
- MU - V - MIXED USE - VILLAGE
- RWY - RAILWAY

ALBERT A. WEBB ASSOCIATES

FIGURE 3-7 ZONING MAP

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION

3.1.4 Surrounding Land Uses

Existing land uses, General Plan land use designations, and zoning designations for the Hospital Expansion Site, Off-Site Area 1, and Off-Site Area 2 are shown in **Table 3-B – Hospital Expansion Site Surrounding Land Uses**, **Table 3-C – Off-Site Area 1 Surrounding Land Uses** and **Table 3-D – Off-Site Area 2 Surrounding Land Uses**, respectively.

Table 3-B – Hospital Expansion Site Surrounding Land Uses

	Existing Land Use	General Plan Designation	Zoning Designation
Hospital Expansion Site	Kaiser Permanente Riverside Medical Center)	MU- U - Mixed-Use Urban	CR-SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones
North (Across Magnolia Avenue)	Commercial businesses and vacant lot; Empire Shopping Plaza; and Pep Boys Auto	MU-V – Mixed-Use Village	MU-V-SP - Mixed-Use Village and Specific Plan (Magnolia Avenue) Overlay Zones
East (Across Polk Street)	UCR Health Plastic Surgery Center, and single-family residential	MU-U – Mixed-Use Urban	CR-SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones MU-U-SP - Mixed-Use Urban and Specific Plan (Magnolia Avenue) Overlay Zones
South	Castle Park	PR – Private Recreation	CR - Commercial Retail Zone
West (Across Park Sierra Drive)	Restaurants and Nephrology Associates Medical Group	MU-U – Mixed-Use Urban	CR-SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones

Table 3-C – Off-Site Area 1 Surrounding Land Uses

	Existing Land Use	General Plan Designation	Zoning Designation
Off-Site Area 1 (10821 Magnolia Avenue; APN 142-293-028)	Vacant/Undeveloped Land	MU-V – Mixed-Use Village	MU-V-SP - Mixed Use - Village and Specific Plan (Magnolia Avenue) Overlay Zones
North	Single Family Residential	MDR – Medium Density Residential	R-1-7000 - Single Family Residential
East	Commercial Retail	MU-V – Mixed-Use Village	MU-V-SP - Mixed Use - Village and Specific Plan (Magnolia Avenue) Overlay Zones

Table 3-C – Off-Site Area 1 Surrounding Land Uses

	Existing Land Use	General Plan Designation	Zoning Designation
South (Across Magnolia Ave)	Kaiser Permanente Hospital (Medical Campus)	MU-U – Mixed-Use Urban	CR-SP - Commercial Retail and Specific Plan (Magnolia Avenue) Overlay Zones
West	Pep Boys Auto	MU-V – Mixed-Use Village	MU-V-SP - Mixed Use - Village and Specific Plan (Magnolia Avenue) Overlay Zones

Table 3-D – Off-Site Area 2 Surrounding Land Uses

	Existing Land Use	General Plan Designation	Zoning Designation
Off-Site Area 2 (11510 Magnolia Avenue; APN 132-020-033)	Vacant/Undeveloped Land	MU-V – Mixed-Use Village	R-1-7000-SP - Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones and CG-SP - Commercial General and Specific Plan (Magnolia Avenue) Overlay Zones
North (Across Magnolia Ave)	Multi-Family Residential	HDR – High Density Residential	R-3-1500-SP - Multi-family Residential and Specific Plan (Magnolia Avenue) Overlay Zones
East (Across Fillmore St)	Rancho Riverside Mobile Home Park and single family residential	HDR – High Density Residential	R-3-2000-S-2-SP - Multi-Family Residential, Building Stories (maximum 2-story), and Specific Plan (Magnolia Avenue) Overlay Zones R-1-7000-SP - Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones
South	State Route 91 (SR-91)	N/A	N/A
West	Multi-Family Residential	MU-V – Mixed-Use Village	R-3-1500-SP - Multi-family Residential and Specific Plan (Magnolia Avenue) Overlay Zones

3.2 Project Characteristics

Implementation of the proposed Project will require the approval by the City of Riverside of the following applications. As part of the entitlements, the Project requires consideration of the proposed Floor Area Ratio (FAR) if it can be found that it (a) will not have a detrimental effect on infrastructure and municipal services, (b) will not adversely impact the surrounding neighborhood, and (c) will not likely set a precedent for additional development that would adversely affect infrastructure, service or surrounding land uses.

3.2.1 Conditional Use Permit Modification (CUP) – DP-2021-00008

According to the Table 19-150-020.A (Permitted Uses Table) of the City's Zoning Code, hospitals are allowed in the CR zone subject to the granting of a Conditional Use Permit (CUP). CUPs are required when certain uses, due to the nature of use, intensity, or size, require special review. Implementation of the Project will require approval of a modification to the original CUP (CU-038-834), approved in 1984 for the construction of the existing Kaiser Permanente Riverside Medical Center campus.

The facilities proposed at the Kaiser Permanente Riverside Medical Center campus are referred to as the "Hospital Expansion". The Hospital Expansion will entail redevelopment of approximately 15.5-acres of the existing 37.5-acre Riverside Medical Center Site with a five-story hospital tower, a two-story diagnostic and treatment (D&T) building, five-story (six decks) aboveground parking structure, and ancillary features. The locations of the new hospital tower, D&T, and parking structure are collectively referred to as the Hospital Expansion Site and shown (in blue) on **Figure 3-8 – Hospital Site Plan.** Each of these proposed facilities are described further in Section 3.2.5, Design Review.

3.2.2 Minor Conditional Use Permit (MCUP) – DP-2021-01307 – Off-Site Area 1

According to the Table 19-150-020.A (Permitted Uses Table), parking lots are allowed in the MU-V zone subject to the granting of a Minor Conditional Use Permit (MCUP). Since construction of the Hospital Expansion will eliminate access to parking during construction, off-site parking is needed. As part of the Project, a parking lot is proposed at Off-Site Area 1, which would require approval of a MCUP.

Off-Site Area 1 encompasses approximately 1.3 acres and is located at 10821 Magnolia Avenue (APN 142-293-028). Approval of an MCUP would permit the construction of an 87-stall parking lot (82 standard stalls and five ADA compliant stalls) and five (5) construction trailers for use by Hospital Expansion construction staff. This parking lot and construction trailers will be used by construction staff during business hours for approximately 36 months. Due to the close proximity of Off-Site Area 1 to the Hospital Expansion Site, there will be no shuttle service between this lot and the Hospital Expansion Site. At the end of the construction period, the trailers will be removed and Off-Site Area 1 will remain a parking lot.



***NOTE: ALL DRIVE AISLES MAINTAIN AT LEAST 24'-0" IN WIDTH

1 ARCHITECTURAL SITE PLAN AND PARKING

SCALE: NOT TO SCALE

SOURCE: CO ARCHITECTS

PROJECT INFORMATION

DESCRIPTION:	5-STORY ACUTE CARE EXPANSION TOWER
LOCATION:	10800 MAGNOLIA BLVD RIVERSIDE, CA 92505
CLIMATE ZONE:	10 (CALIFORNIA ENERGY COMMISSION)
APN:	138-470-010
ACREAGE:	37.5 (APPX)
ZONE:	COMMERCIAL RETAIL (CR)

LOT SQUARE FOOTAGE: **1,620,590 SF**

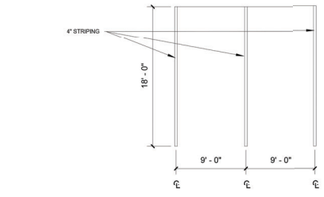
LAND USE:	MIXED-USE URBAN (MU-U)
REDEVELOMENT AREA:	LA SIERRA / ARLANZA PROJECT AREA
SPECIFIC PLAN:	MAGNOLIA AVE SPECIFIC PLAN
SPECIFIC PLAN SUBAREA:	LA SIERRA DISTRICT
SPECIFIC PLAN LAND USE:	MIXED USE URBAN (MU-U)
FAR ACTUAL:	.589
EXISTING HOSP/MOB 1: (INCLUDES CUP)	402,909 BGSF
MOB 2:	220,000 BGSF
MOB 3:	88,000 BGSF
MRI:	6,027 BGSF
NEW TOWER:	291,494
TOTAL BGSF:	1,008,433 BGSF

NEW SITE PARKING COUNTS	
NEW PARKING STRUCTURE	1,151
EXST. PARKING STRUCTURE	648
ON SITE PARKING	1,340
TOTAL	3,139

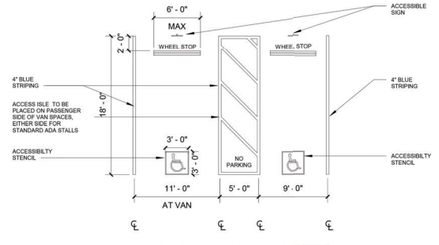
NEW ON SITE PARKING REQUIREMENTS

	PROGRAM DRIVERS	CURRENT CITY PARKING FACTOR	CURRENT CITY PARKING REQ'D
HOSPITAL/MOB 1 (OSHPD 1 BLDG.)			
- INPATIENT **(REMOVAL OF 19 NICU)**	**207 BEDS**	1 PER BED	**207**
- OUTPATIENT	27,900 SF	1 PER 180 SF	155
MOB 2	220,000 SF	1 PER 180 SF	1,222
MOB 3	88,000 SF	1 PER 180 SF	489
BED TOWER EXPANSION	**152 BEDS**	1 PER BED	**152**
PARKING REQUIRED	-	-	2,225
PARKING PROVIDED	-	-	3,139

***NOTE: D+T PORTION OF NEW TOWER DOES NOT HAVE BEDS*



2 STD STALL DIMENSIONS



3 ADA STALL DIMENSIONS

ALBERT A. WEBB ASSOCIATES

FIGURE 3-8 HOSPITAL SITE PLAN

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION

Off-Site Area 1 would have one full access entrance from Magnolia Avenue as shown on **Figure 3-9A – Off Site Area 1 Site Plan.** Off-Site Area 1 would be improved with drive aisles, lighting, and landscaping. Trees, groundcover, shrubs, and ornamental grasses will be planted along the perimeter of Off-Site Area 1, with special treatment given to the Magnolia Avenue frontage. Parking lot trees and shrubs will be located in the parking lot as shown on **Figure 3-9B – Off-Site Area 1 Landscape Plan**. A bioretention basin will be constructed at the southern portion of this site to treat storm water runoff prior to discharge into the existing 60-inch diameter underground storm drain south of Magnolia Avenue. Paved pedestrian pathways will connect to the sidewalk on the north side of Magnolia Avenue. Off-Site Area 1 will provide additional lighting along paved walkways and throughout the parking stalls for safety and security purposes. There would be no on-site security guard.

3.2.3 Rezone (RZ) – DP-2021-01650 and Minor Conditional Use Permit (MCUP) – DP-2021-01306 – Off-Site Area 2

Off-Site Area 2 is currently zoned R-1-7000-SP – Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones and CG-SP – Commercial General and Specific Plan (Magnolia Avenue) Overlay Zones. The recently-approved Housing Element Update identified Off-Site Area 2 as Opportunity Site 11 for housing, and proposed to change zoning to MU-U – Mixed-Use Urban. Opportunity Site 11 was removed from the ordinance rezoning the various Opportunity Sites and, as a result, the MU-U Zoning was not applied to Off-Site Area 2.

According to the Table 19-150-020.A (Permitted Uses Table), parking lots are not allowed in the R-1-7000 zone; therefore, in order to construct a surface parking lot at Off Site Area 2, the Project Applicant has requested Off-Site Area 2 be rezoned to MU-V-SP (see **Figure 3-10 – Rezoning DP-2021-01650**). The proposed MU-V-SP zone will be consistent with the General Plan land use designation and allow the establishment of a parking lot, which is a permitted uses in the MU-V zone with the granting of an MCUP. The proposed rezoning of Off-Site Area 2 is for the explicit purpose of a parking lot. Any other use of APN 132-020-003 (Off-Site Area 2) would potentially require a subsequent entitlement action and CEQA process.

Off-Site Area 2 encompasses approximately 4.6 acres and is located at 11510 Magnolia Avenue (APN 132-020-033). Approval of RZ DP-2021-01650 and MCUP DP-2021-1036 would permit the construction of a 516-(505 standard stalls and 11 ADA compliant stalls) parking lot at Off-Site Area 2. Initially this lot would be used by Kaiser Permanente Riverside Medical Center employees 24 hours every day for approximately 18 months. Medical Center employees would be shuttled between Off-Site Area 2 and the Kaiser Permanente Riverside Medical Center in hospital operated vehicles. Following employee utilization, Hospital Expansion construction staff would park at Off-Site Area 2 during business hours for an additional 18 months for a total of approximately 36 months. The parking lot will not be open to the public. Access to the site will be controlled by entry arms activated by a key card.

PARKING COUNT

TOATAL STALLS	87
STANDARD STALL	82
ACCESSIBLITY PARKING	4
VAN ACCESSIBLITY PARKING	1
SPACES AS PART OF OFFICE LEASE	45

LEGEND

SITE AREA

ACCESS AISLE

PROPERTY LINE

208' - 0"
PROPERTY LINE
5' - 0 1/4"
5' - 3 1/2"
5' - 5 3/4"
15' SETBACK
18' - 0"
9' - 0"
24' - 0"
24' - 0"
90' - 0"
24' - 0"
24' - 0"
SIGN
NOISE LEVEL AT PROPERTY LINE TO MEET 55 dBA CNEL FOR DAYTIME AND 45 dBA CNEL FOR NIGHTTIME
15' - 0"
15' SETBACK
46' - 0 1/4"
18' - 0"
9' - 0"
0" CURB
ACCESSIBLE PATH
63' - 0"
12' - 0"
5' - 0"
9' - 0"
5' - 0"
9' - 0"
9' - 0"
5' - 0"
9' - 0"
181' - 0"
18' - 0"
VAN
15' SETBACK
15' - 0"
TEMPORARY TRASH ENCLOSURE
CONCRETE PATH
5' - 0"
ACCESSIBLE PATH TO MAGNOLIA AVE
15' SETBACK
42' - 0"
101' - 2 2"
4'
TRAILER NEEDS TO BE PAINTED A NEUTRAL CONSISTENT COLOR, NEWER TRAILER. BOTTOM SKIRTS NEED TO BE PLACED ON TRAILERS
TRAILER AIR CONDITIONING UNITS SHALL BE LOCATED ON THESE INTERNALLY FACING WALLS
TRAILER AREA, SIZE AND QUANTITY TBD
TRAILER AIR CONDITIONING UNITS SHALL BE LOCATED ON THESE INTERNALLY FACING WALLS
66' - 1 1/4"
55' - 0"
AIR CONDITIONING UNIT
NOISE LEVEL AT PROPERTY LINE TO MEET 55 dBA CNEL FOR DAYTIME AND 45 dBA CNEL FOR NIGHTTIME
10' - 0"
61' - 0 1/4"
178' - 0 1/2"
15' - 0"
5' - 11 3/4"
PROPERTY LINE
MAGNOLIA AVENUE
7150
7200
7175

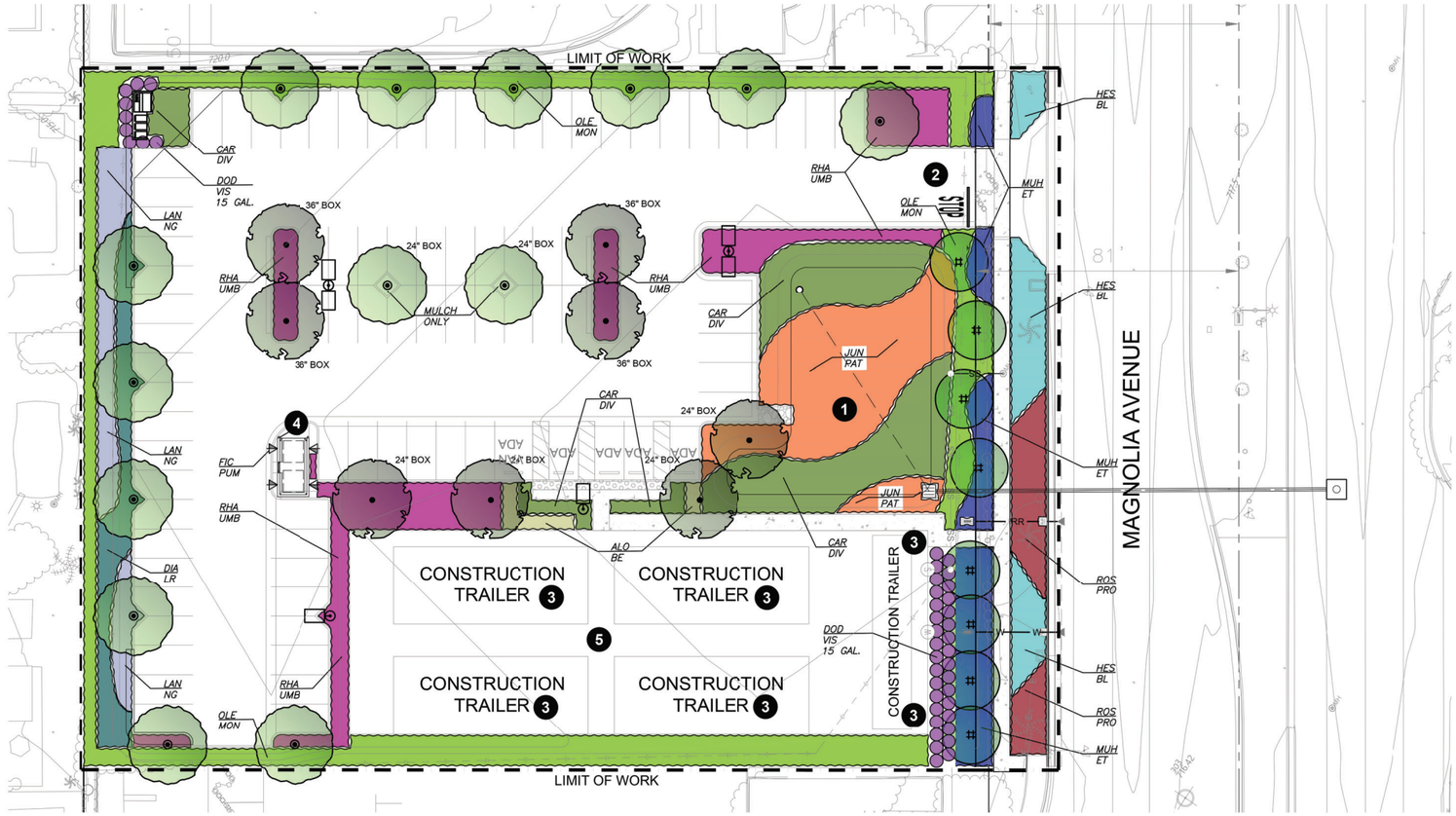
SOURCE: CO ARCHITECTS

SCALE: NOT TO SCALE

ALBERT A. WEBB ASSOCIATES

FIGURE 3-9A OFF-SITE AREA 1 SITE PLAN

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION



PLANT SCHEDULE

TREES

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE / FORM	HT. X SPRD. X CAL. (MIN)	WATER USE	DESCRIPTION	DETAIL	QTY.
	RHUS LANCEA	AFRICAN SUMAC	15 GAL.	6'H X 3'W X 1"C	M	SPREADING SHADE CANOPY TREE	A, L5.1	12
			24" BOX STD.	8'H X 4'W X 1 3/4"C				2
	QUERCUS AGRIFOLIA	COAST LIVE OAK	24" BOX STD.	8'H X 4'W X 1 3/4" C	L	NATIVE CANOPY TREE	A, L5.1	4
			36" BOX STD.	10'H X 5' SP X 2-1/2"C				4
	LOPHOSTEMON CONFERTUS	BRISBANE BOX	24" BOX STD.	10'H X 4'W	M	VERTICAL SCREEN TREE	B, L5.1	8

SHRUBS, GRASSES, & GROUNDCOVERS

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE	DESCRIPTION	DETAIL	QTY.
	ALO BE	'ALOE 'BLUE ELF'	BLUE ELF ALOE	1 GAL.	18" O.C.	L	ORNAMENTAL SUCCULENT	C & D, L5.1	150
	CAR DIV	CAREX DIVULSA	BERKELEY SEDGE	1 GAL.	24" O.C.	L	ORNAMENTAL GRASS	C & D, L5.1	6638
	DIA LR	DIANELLA 'LITTLE REV'	LITTLE REV FLAX LILY	1 GAL.	24" O.C.	L	UPRIGHT ACCENT	C & D, L5.1	270
	HES BL	HESPERALOE 'BRAKELIGHTS'	BRAKELIGHTS YUCCA	5 GAL.	36" O.C.	L	UPRIGHT ACCENT	C & D, L5.1	132
	JUN PAT	JUNCUS PATENS	CALIFORNIA GRAY RUSH	4" POTS	18" O.C.	L	ORNAMENTAL GRASS	C & D, L5.1	1443
	LAN NG	LANTANA 'NEW GOLD'	NEW GOLD LANTANA	5 GAL.	36" O.C.	L	FLOWERING LOW SHRUB	C & D, L5.1	133
	MUH ET	MUHLENBERGIA E. 'EL TORO'	BULL GRASSS	1 GAL.	36" O.C.	L	ORNAMENTAL GRASS	C & D, L5.1	176
	OLE MON	OLEA 'MONTRA'	LITTLE OLLIE	5 GAL.	48" O.C.	L	LARGE SHRUB	C & D, L5.1	415
	DOD VIS	DODONAEA VISCOSA 'PURPUREA'	PURPLE LEAF HOPBUSH	15 GAL.	48" O.C.	L	LARGE SHRUB	C & D, L5.1	42
	RHA UMB	HAPHIOLEPIS UMBELLATA 'MINOR'	DWARF YEDDO HAWTHORN	5 GAL.	30" O.C.	L	MEDIUM SHRUB	C & D, L5.1	562
	ROS PRO	ROSMARINUS O. 'HUNTINGTON CARPET	PROSTRATE ROSEMARY	FLATS	12" O.C.	L	FLOWERING LOW SHRUB	C & D, L5.1	929
VINES									
	FIC PUM	FICUS PUMILA	CREEPING FIG	15 GAL.	PER PLAN	M	EVERGREEN VINE	–	4

WATER USE KEY:
VL = VERY LOW WATER USE, L = LOW WATER USE, M = MODERATE WATER USE, H = HIGH WATER USE. WATER USE STATED IS PER 'WATER USE CLASSIFICATION OF LANDSCAPE SPECIES' (ALSO REFERRED TO AS WUCOLS IV) FOR THE CITY OF RIVERSIDE

LEGEND

1. BIORETENTION WATER QUALITY BASIN
2. VEHICULAR ENTRY
3. CONSTRUCTION TRAILER
4. TEMPORARY TRASH ENCLOSURE
5. ASPHALT PAVING

LANDSCAPE TABULATIONS:

PARKING STALLS PROVIDED:	87
PARKING LOT TREES REQUIRED (1:4)	22
PARKING LOT TREES PROVIDED:	22 (1:4 RATIO)
36" BOX TREES REQUIRED: [10%]	2.2 TREES
36" BOX TREES PROVIDED:	4 TREES
24" TREES REQUIRED: [20%]	4.4 TREES
24" TREES PROVIDED:	6 TREES

SOURCE: CO ARCHITECTS / RIDGE LANDSCAPE ARCHITECTS

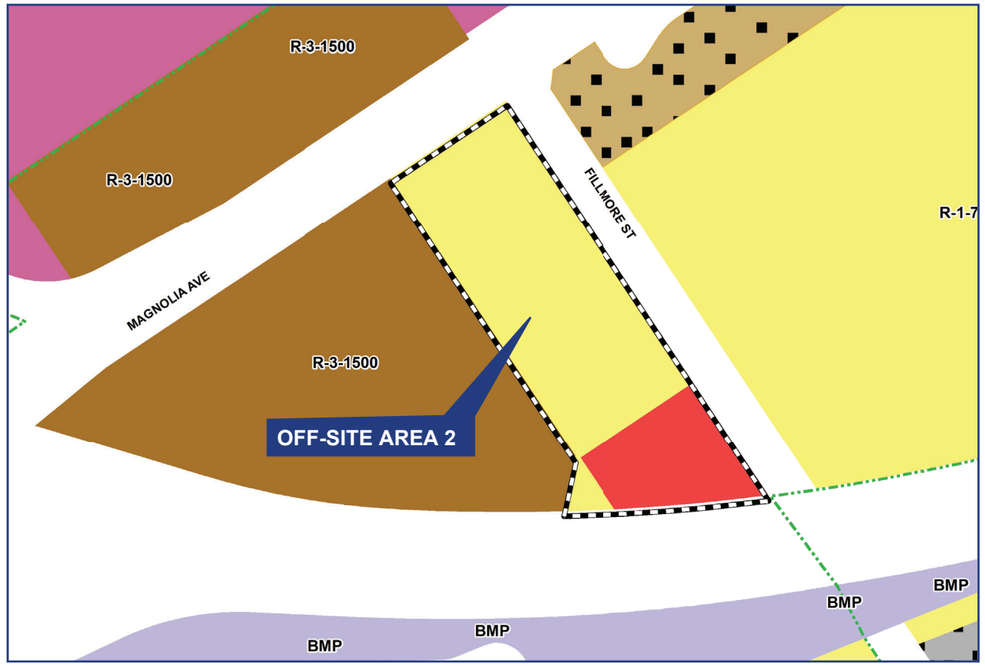
SCALE: NOT TO SCALE

ALBERT A. WEBB ASSOCIATES

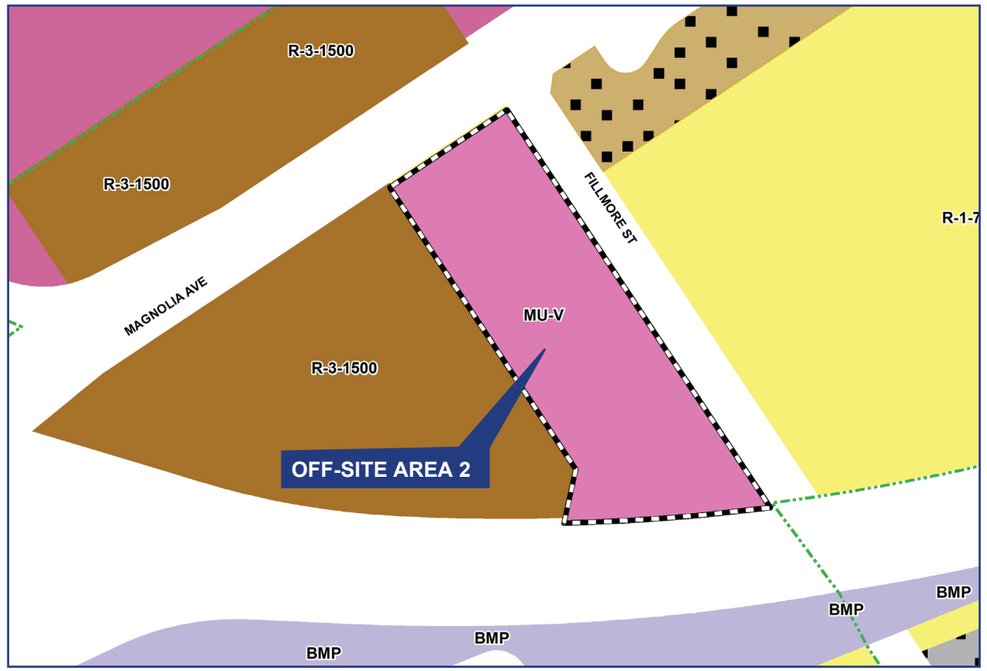
FIGURE 3-9B OFF-SITE AREA 1 LANDSCAPE PLAN

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION

EXISTING ZONING



PROPOSED ZONING



LEGEND

MAGNOLIA AVENUE SPECIFIC PLAN: LA SIERRA DISTRICT DESIGNATION

- LA SIERRA DISTRICT
- PROPERTY BOUNDARY

CITY OF RIVERSIDE ZONING

- R-1-7000 - SINGLE FAMILY
- R-3-2000 - MULTI-FAMILY
- R-3-1500 - MULTI-FAMILY
- O- OFFICE
- CG - COMMERCIAL GENERAL
- BMP - BUSINESS AND MANUFACTURING PARK
- RWY - RAILWAY

LEGEND

MAGNOLIA AVENUE SPECIFIC PLAN: LA SIERRA DISTRICT DESIGNATION

- LA SIERRA DISTRICT
- PROPERTY BOUNDARY

CITY OF RIVERSIDE ZONING

- R-1-7000 - SINGLE FAMILY
- R-3-2000 - MULTI-FAMILY
- R-3-1500 - MULTI-FAMILY
- O- OFFICE
- CG - COMMERCIAL GENERAL
- BMP - BUSINESS AND MANUFACTURING PARK
- RWY - RAILWAY

PROPOSED ZONING

- MU - V - MIXED USE - VILLAGE

SOURCE: City of Riverside Zoning Nov.2021 / La Sierra MASP

0 500 1,000 FT

ALBERT A. WEBB ASSOCIATES

FIGURE 3-10 REZONING DP - 2021-01650

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION

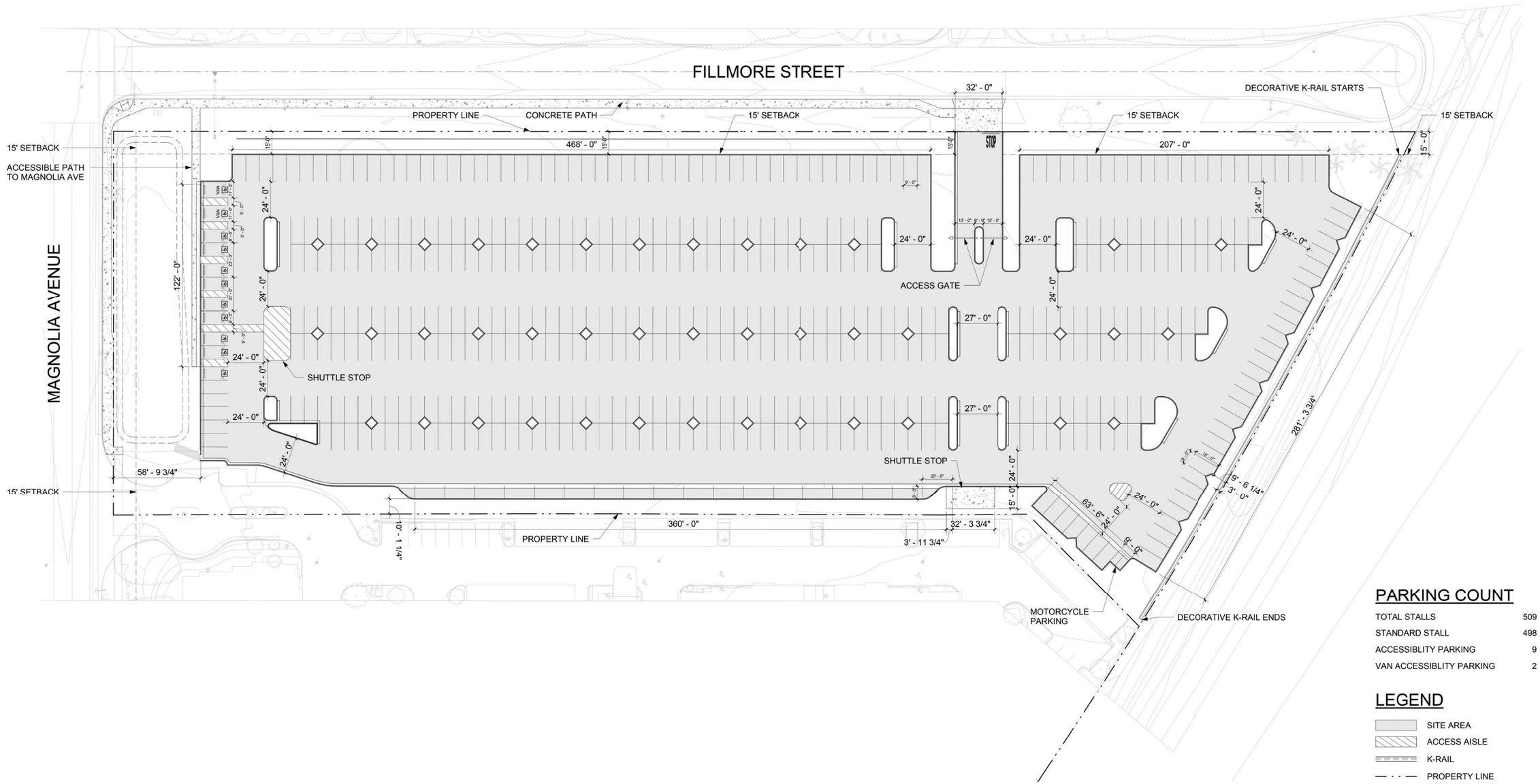
According to the City's Municipal Code 7.35.020 (G), construction is limited to daytime hours of 7:00 a.m. – 7:00 p.m. on weekdays and 8:00 a.m. – 5:00 p.m. on weekends. The construction staff will be shuttled between this off-site parking lot and the Hospital Expansion Site.

The parking lot proposed for Off-Site Area 2 would have one full access entrance from Fillmore Street as shown in **Figure 3-11A – Off Site Area 2 Site Plan**. Off-Site Area 2 would be improved with drive aisles, two designated shuttle stops, lighting, and landscaping. One shuttle stop will be located on the southern portion of the site and the second shuttle stop will be located on the northern portion of the site near Magnolia Avenue. Lighting and landscaping will be provided along the perimeter of the lot, with special treatment given to Magnolia Avenue and throughout the parking stalls. A bioretention basin will be constructed on the north portion of Off-Site Area 2 fronting on Magnolia Avenue. The bioretention basin will treat storm runoff prior to discharge into an existing storm drain in Magnolia Avenue. Pedestrian pathways will be paved along Magnolia Avenue and Fillmore Street. (Refer to **Figure 3-11B – Off-Site Area 2 Landscape Plan.** Access will be secured with a vehicle gate arm activated by a personnel badge. There would be no on-site security guard.

3.2.4 Summary Vacation (SV) – SD-2021-00020

Lot D of Parcel Map 16073 (recorded August 25, 1983 on page 92, Book 166 of Parcel Maps) was dedicated for Street and Public Utility purposes by Instrument No. 238814 (recorded December 19, 1980), and was accepted by the City by Instrument No. 160664 (recorded September 16, 1982). Lot D encompasses 0.042 acres of land (1,816.14 square feet) and was intended for a driveway apron east of Park Sierra Drive on the Hospital Expansion Site, but was never built. (Refer to **Figure 3-12 – Summary Vacation**.) The Project applicant has requested the City vacate this small portion of Park Sierra Drive accommodate the Hospital Expansion.

Riverside Municipal Code Chapter 19.890– Street, Alley and Walkway Vacations sets forth the procedures for vacating unneeded rights-of-way for streets, alleys, and pedestrian walkways. The 1,816 square feet of unimproved, excess, public right of way is no longer needed as it was intended for the construction of a driveway along Park Sierra Drive that was never built and not needed for access. The excess public right of way will allow the proposed parking structure to comply with the minimum 15-foot setback required for parking structures.



PARKING COUNT

TOTAL STALLS	509
STANDARD STALL	498
ACCESSIBLITY PARKING	9
VAN ACCESSIBLITY PARKING	2

LEGEND

- SITE AREA
- ACCESS AISLE
- K-RAIL
- PROPERTY LINE

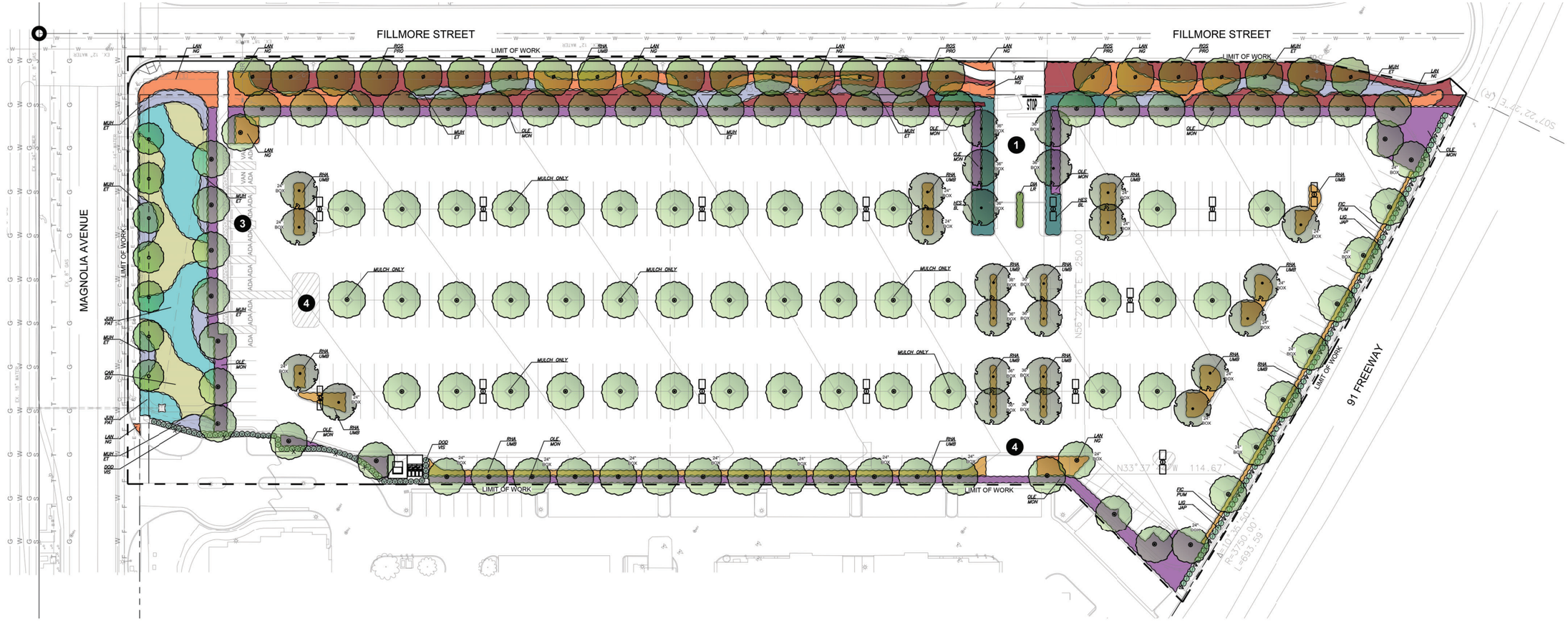
SOURCE: CO ARCHITECTS

SCALE: NOT TO SCALE

ALBERT A. WEBB ASSOCIATES

FIGURE 3-11A OFF-SITE AREA 2 SITE PLAN

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION



SOURCE: CO ARCHITECTS / RIDGE LANDSCAPE ARCHITECTS

PLANT SCHEDULE

TREES

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE / FORM	HT. X SPRD. X CAL. (MIN)	WATER USE	DESCRIPTION	DETAIL	QTY.
	CINNAMOMUM CAMPHORA	CAMPHOR TREE	24" BOX STD.	6'H X 3'W X 1"C	M	STREET TREE	---	24
	MAGNOLIA GANDIFLORA	SOUTHERN MAGNOLIA	15" GAL. STD.	6'H X 3'W X 1"C	M	STREET TREE	---	7
	RHUS LANCEA	AFRICAN SUMAC	15 GAL. STD.	6'H X 3'W X 1"C	M	SPREADING SHADE CANOPY TREE	---	90
			24" BOX STD.					12
	QUERCUS AGRIFOLIA	COAST LIVE OAK	24" BOX STD.	8'H X 4'W X 1¾" C 10'H X 5' SP X 2-1/2"C	L	NATIVE CANOPY TREE	---	13
			36" BOX STD.					13

SHRUBS, GRASSES, & GROUNDCOVERS

SYMBOL	KEY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE	DESCRIPTION	DETAIL	QTY.
	CAR DIV	CAREX DIVULSA	BERKELEY SEDGE	1 GAL.	24" O.C.	L	ORNAMENTAL GRASS	---	821
	DIA LR	DIANELLA 'LITTLE REV'	LITTLE REV FLAX LILY	1 GAL.	24" O.C.	L	UPRIGHT ACCENT	---	30
	HES BL	HESPERALOE 'BRAKELIGHTS'	BRAKELIGHTS YUCCA	5 GAL.	36" O.C.	L	UPRIGHT ACCENT	---	280
	JUN PA	JUNCUS PATENS	CALIFORNIA GRAY RUSH	4" POTS	18" O.C.	L	ORNAMENTAL GRASS	---	2,886
	LAN NG	LANTANA 'NEW GOLD'	NEW GOLD LANTANA	5 GAL.	36" O.C.	L	FLOWERING LOW SHRUB	---	657
	LIG JAP	LIGUSTRUM JAPONICUM 'TEXANUM'	WAX LEAF PRIVET	15 GAL	42"	M	EVERGREEN HEDGE	---	80
	MUH ET	MUHLENBERGIA E. 'EL TORO'	BULL GRASSS	1 GAL.	36" O.C.	L	ORNAMENTAL GRASS	---	640
	OLE MON	OLEA 'MONTRA'	LITTLE OLLIE	5 GAL.	40" O.C.	L	LARGE SHRUB	---	971
	DOD VIS	DODONAEA VISCOSA 'PURPUREA'	PURPLE LEAF HOPBUSH	15 GAL.	48" O.C.	L	LARGE SHRUB	---	59
	RHA UMB	RHAPHIOLEPIS UMBELLATA 'MINOR'	DWARF YEDDO HAWTHORN	5 GAL.	30" O.C.	L	MEDIUM SHRUB	---	652
	ROS PRO	ROSMARINUS O. 'HUNTINGTON CARPET	PROSTRATE ROSEMARY	FLATS	12" O.C.	L	FLOWERING LOW SHRUB	---	12,249
VINES									
	FIC PUM	FICUS PUMILA	CREEPING FIG	15 GAL	PER PLAN	M	EVERGREEN VINE	---	20

WATER USE KEY:
VL = VERY LOW WATER USE, L = LOW WATER USE, M = MODERATE WATER USE, H = HIGH WATER USE. WATER USE STATED IS PER 'WATER USE CLASSIFICATION OF LANDSCAPE SPECIES' (ALSO REFERRED TO AS WUCOLS IV) FOR THE CITY OF RIVERSIDE

SCALE: NOT TO SCALE

LEGEND

1. VEHICULAR ENTRY
2. ACCESSIBLE PARKING
3. SHUTTLE PICK-UP / DROP-OFF AREA

CITY NOTE:
SPECIES AND PLACEMENT TO BE DETERMINED BY PW TREE INSPECTOR IN THE FIELD. IRRIGATION SHALL BE PRIVATE.

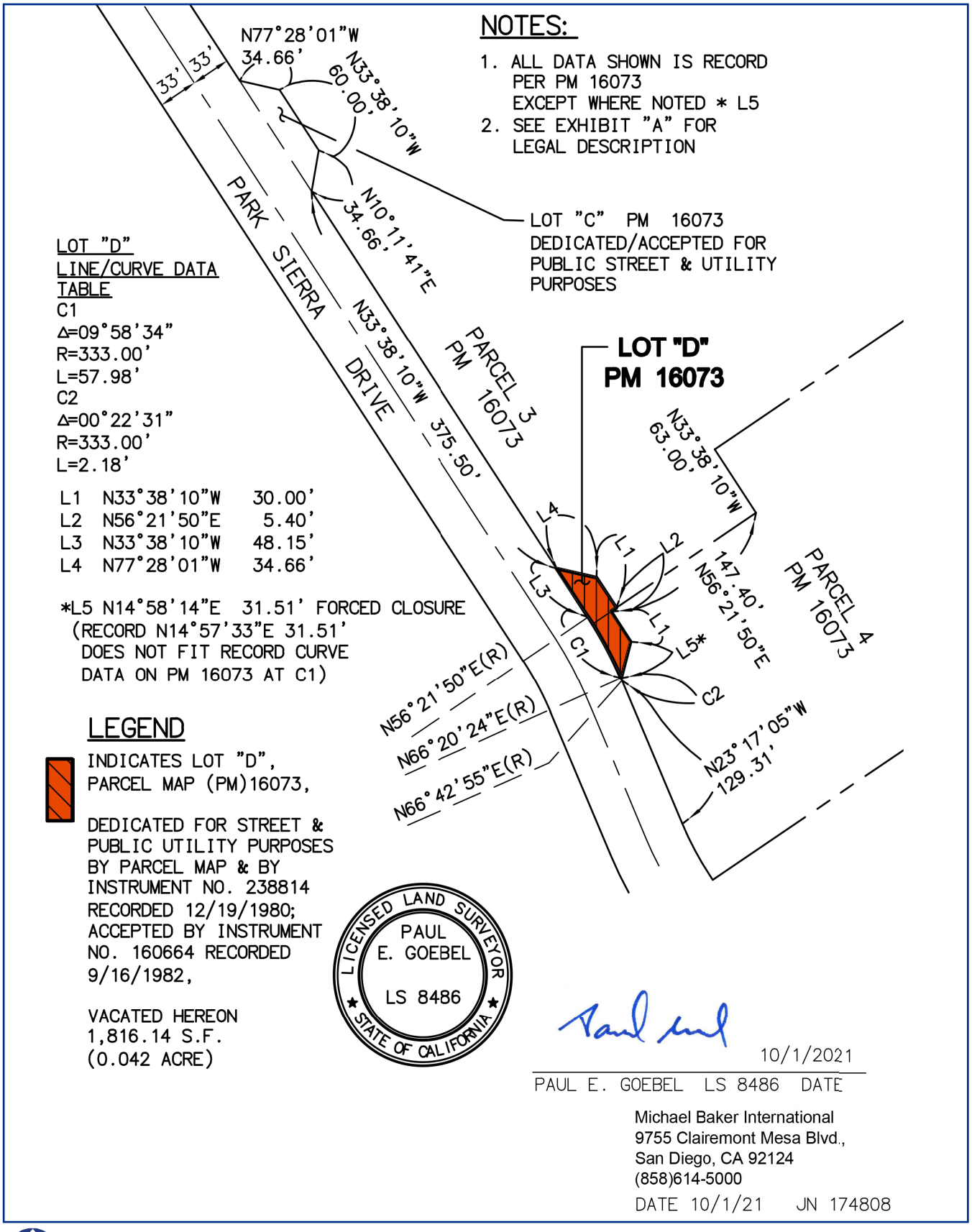
LANDSCAPE TABULATIONS:

PARKING LOT STALLS PROVIDED:	509
PARKING LOT TREES REQUIRED (1:4 RATIO)	128
PARKING LOT TREES PROVIDED:	128 (1:4 RATIO)
STREET TREES PROVIDED:	31 (SPACED AT 25' O.C.)
36" BOX TREES REQUIRED: [10%]	13 TREES
36" BOX TREES PROVIDED:	13 TREES
24" TREES REQUIRED: [20%]	26 TREES
24" TREES PROVIDED:	26 TREES

ALBERT A. WEBB ASSOCIATES

FIGURE 3-11B OFF-SITE AREA 2 LANDSCAPE PLAN

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION



SOURCE: MICHAEL BAKER INTERNATIONAL

SCALE: NOT TO SCALE

ALBERT A. WEBB ASSOCIATES

FIGURE 3-12 SUMMARY VACATION

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION

3.2.5 Design Review (DR) –DPR-2021-00009

The City's Design Review process is required by the Zoning Code for any new buildings, structures, signs, exterior alterations, enlargements of existing buildings, or new landscaping and irrigation. The purpose of the Design Review is to protect and preserve the value of properties and to encourage excellence in development.

Hospital Expansion

The Hospital Expansion would entail site demolition, site preparation, and construction on approximately 15.5 acres of the 37.5-acre existing Medical Center Campus in order to expand acute medical services facilities and ancillary uses. The proposed Hospital Expansion would include a new 175,968 square-foot (SF) five-story hospital tower, 115,526 SF two-story diagnostic and treatment (D&T) Building, and a five-story (six decks) approximately 1,200-space above-ground parking structure.

The proposed hospital tower would be five stories with a subgrade basement and stand 74.5 feet from ground level to the top of the roof. Mechanical equipment on the roof would be screened by a parapet and screen, which would result in a total building height of 95.5 feet. The Zoning Code allows for parapet and screen walls to exceed the maximum building height prescribed in the underlying zone, provided it does not add another floor space, subject to approval by the appropriate Approving or Appeal Authority. The proposed building height can be supported as it complies with the intent of the Zoning Code.

The proposed tower would provide an additional 152 acute care beds consisting of 116 single occupancy rooms and 36 neonatal intensive care unit (NICU) rooms for a total of 359 beds. Existing double occupancy rooms in the existing hospital tower would be upgraded and converted to single occupancy rooms. The proposed tower would also include new emergency and surgical departments, eight operating rooms, 58 emergency department treatment bays, and other hospital related functions, including an inpatient pharmacy. A rotunda connecting the new tower to the existing Medical Center and various outdoor seating areas with meandering pathways and landscaping would also be constructed (see **Figure 3-8 – Hospital Site Plan**). The new hospital tower will receive a new 12 (kilovolt) kV power circuit from City of Riverside Power and a meter at 12kV. There will be a unit substation 12kV-480V installed in the basement providing power to the new hospital tower.

The D&T building would be two stories, approximately 34 feet in height to the top of the parapet and would be constructed adjacent to the northwestern side of the proposed hospital tower. The D&T building would provide direct support to the new emergency and surgical departments as well as expanded diagnostic services and interventional radiology treatment. The existing central utility plant and utility connections from the central utility plant to the new buildings are proposed to be upgraded and will include: a new 1.5 megawatt (MW) to 2 MW generator, a new 15,000 gallon diesel fuel tank, a new 500 brake horsepower (BHP) boiler, and a 1,000 ton chiller. The Project also includes new underground storage tanks for propane (60,000 gallons), sewage (two 25,000 gallon tanks), and water (two 25,000 gallon tanks. The

building code, enforced by the Office of Statewide Health Planning and Development (OSHPD), requires that a hospital facility have a 72-hour water supply tank and a sewer storage tank for disaster preparedness. The water tank is a flow-through continuously utilized facility providing the required water storage resource should the municipal infrastructure fail in a disaster. The sewer tank is only utilized through a diverter valve should the municipal sewer system fail in a disaster. The sewer tank would be pumped out post-disaster utilization.

The five-story (6 decks) parking structure would be constructed in the southwest corner of the Hospital Expansion Site. The maximum proposed height of the parking structure would be approximately 70 feet. Construction of the parking structure would result in a temporary loss of 354 parking stalls during construction. Once completed, the parking structure would replace approximately 250 parking stalls and modifications would be made to the surrounding onsite surface parking lots. The parking structure would provide approximately 1,151 vehicle parking stalls of which 45 will be Americans with Disabilities Act (ADA) compliant. In addition, there will be 78 motorcycle stalls and 55 bicycle stalls. The parking structure will include two stairwells on the northern and southern corner, respectively, and three elevators all centralized on the northern corner of the structure.

Ancillary features proposed as part of the Hospital Expansion are a new patient drop-off canopy, driveway, walkways, surface parking, landscaping, lighting, and signage. A new entry plaza with a patient drop-off canopy would be constructed south of the existing hospital building to connect to the existing driveway on Park Sierra Drive. A tech dock connected to the northeast side of the proposed new tower with access from Polk Street would also be constructed. An additional right-in and right-out driveway off of Magnolia Avenue would also be constructed for use by emergency vehicles only.

Design and Appearance

Landscaping

The existing Kaiser Permanente Riverside Medical Center is already landscaped; thus the proposed landscaping for the Hospital Expansion Site will generally be confined to planters that would be located along the site perimeter, the new hospital tower, D&T building, parking structure, and throughout the surface parking spaces. Landscaping is also proposed along walkways between medical buildings and walkways between buildings and parking areas as shown on **Figure 3-13 – Hospital Expansion Landscape Plan**.

Landscaping at Off-Site Area 1 and Off-Site Area 2 would be installed around the perimeter and interior of these sites as shown on **Figure 3-9B – Off-Site Area 1 Landscape Plan** and **Figure 3-11B – Off-Site Area 2 Landscape Plan**. The Project Site would be landscaped with drought-tolerant and climate appropriate species.



SOURCE: CO ARCHITECTS / RIDGE LANDSCAPE ARCHITECTS

NEW PLANT MATERIAL AND IRRIGATION

EXISTING PLANT MATERIAL AND IRRIGATION TO REMAIN

SCALE: NOT TO SCALE

TREE SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	MINIMUM SIZE	FORM	WATER USE
TREES					
	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY REDBUD	24" BOX 9'H X 4'W 36" BOX 12'H X 5'W	STD.	M
	JACARANDA ACUTIFOLIA	JACARANDA	24" BOX	STD.	M
	PINUS HALEPENSIS	ALLEPO PINE	24" BOX 8'H X 4'W	STD.	L
	PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	24" BOX 10'H X 4'W 36" BOX 10'H X 4'W	STD.	M
	QUERCUS AGRIFOLIA	COAST LIVE OAK	24" BOX 8'H X 3'W	STD.	L
	ULMUS PARVIFLORA 'TRUE GREEN'	TRUE GREEN EVERGREEN ELM	24" BOX 10' H X 4' W	STD.	M
	OLEA EUROPAEA 'SWAN HILL'	SWAN HILL OLIVE	36/48" BOX	STD.	M
	LAGERSTROEMIA 'NATCHEZ'	NATCHEZ CRAPE MYRTLE	--	--	--

SHRUBS & GROUNDCOVERS SCHEDULE

SYMBOL		BOTANICAL NAME	COMMON NAME	MINIMUM SIZE	FORM	WATER USE
SHRUBS, GRASSES, & GROUNDCOVERS						
	AGA BF	AGAVE 'BLJE FLAME'	BLUE FLAME AGAVE	5 GAL.	36" O.C.	L
	ALO LG	ALOE 'LITTLE GEM'	'LITTLE GEM' ALOE	5 GAL.	24" O.C.	L
	CAR DIV	CAREX DIVULSA	BERKELEY SEDGE	1 GAL.	18" O.C.	L
	CHO TEC	CHONDROPETALUM TECTORUM	CAPE RUSH	5 GAL.	30" O.C.	M
	COT CB	COTONEASTER D. 'CORAL BEAUTY'	CORAL BEAUTY COTONEASTER	1 GAL.	36" O.C.	M
	DIA CB	DIANELLA 'CASSA BLUE'	CASSA BLUE FLAX LILY	1 GAL.	24" O.C.	L
	DIA TV	DIANELLA T. 'VARIEGATA'	VARIEGATED FLAX LILY	5 GAL.	36" O.C.	M
	HES BL	HESPERALOE 'BRAKELIGHTS'	BRAKELIGHTS YUCCA	5 GAL.	36" O.C.	L
	JUN PAT	JUNCUS PATENS	CALIFORNIA GRAY RUSH	1 GAL.	24" O.C.	L
	LAN NG	LANTANA 'NEW GOLD'	NEW GOLD LANTANA	5 GAL.	36" O.C.	L
	LOM BRE	LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	1 GAL.	30" O.C.	M
	MIS ML	MISCANTHJS S. 'MORNING LIGHT'	SILVER GRASS	1 GAL.	48" O.C.	M
	MUH ET	MUHLENBERGIA E. 'EL TORO'	BULL GRASS	1 GAL.	36" O.C.	L
	OLE MON	OLEA EUROPEA 'MONTRA'	LITTLE OLLIE	5 GAL.	48" O.C.	L
	RHA UMB	RHAPHIOLEPIS UMBELLATA 'MINOR'	DWARF YEDDO HAWTHORN	5 GAL.	30" O.C.	L
	ROS PRO	ROSMARINUS O. 'PROSTRATUS'	PROSTRATE ROSEMARY	1 GAL.	24" O.C.	L
	SES GL	SESLERIA AUTUMNALIS 'GREENLEE'	GREENLEE MOOR GRASS	1 GAL.	24" O.C.	L
	TCU CHA	TCUCRIUM CHAMAEDRYS	WALL GERMANDER	5 GAL.	30" O.C.	L
	WES MUN	WESTRINGIA FRUTICOSA 'MUNDI'	MUNDI COAST ROSEMARY	5 GAL.	42" O.C.	L

***PLANT MATERIAL ALONG STREET FRONTAGE SHALL BE MINIMUM 5-GALLON SIZE

WATER CONSERVATION STATEMENT

ALL LANDSCAPED AREAS HAVE BEEN DESIGNED AND INSTALLED UTILIZING CURRENT IRRIGATION EQUIPMENT AND DESIGN METHODS STANDARD IN THE LANDSCAPE INDUSTRY.

IRRIGATION SYSTEMS AT THIS TIME HAVE BEEN DESIGNED USING POTABLE WATER.

IRRIGATION DESIGN METHODS INCLUDE THE FOLLOWING:
EACH PLANT TYPE GROUP IS SEPARATED INTO COMPARABLE HYDROZONES. AUTOMATIC CONTROLLERS ARE EQUIPPED WITH A RAIN SHUT-OFF DEVICE.

IRRIGATION HEADS ARE PLACED AT NO MORE THAN THE MANUFACTURED RECOMMENDED SPACING. SPRAY HEADS HAVE INDIVIDUAL RADIUS ADJUSTMENTS, POP-UP CAPABILITIES, AND IN HEAD ANTI-DRAIN VALVES IN PLANTING AREAS WITH GRADES IN EXCESS OF 5% SLOPE, MAINTENANCE SCHEDULE.

IRRIGATION SYSTEM SHALL BE CHECKED MONTHLY DURING THE FIRST YEAR AFTER INSTALLATION. IT SHALL INCLUDE CHECKING AND ADJUSTING NOZZLES FOR OVERSPAY AND CLOGGING, CLEANING OF SCREENS IN HEADS, RESETTING AUTOMATIC CONTROLLERPER SEASON REQUIREMENT, REPAIRING ANY EQUIPMENT AS NECESSARY.

LANDSCAPE MAINTENANCE AND IRRIGATION SCHEDULING:
A. FOR THE EFFICIENT USE OF WATER, ALL IRRIGATION SCHEDULES SHALL BE DEVELOPED, MANAGED, AND EVALUATED TO UTILIZE THE MINIMUM AMOUNT OF WATER REQUIRED TO MAINTAIN PLANT HEALTH.
B. LANDSCAPE AND IRRIGATION MAINTENANCE SCHEDULE. LANDSCAPES SHALL BE MAINTAINED TO ENSURE WATER USE EFFICIENCY. A REGULAR MAINTENANCE SCHEDULE SHALL BE SUBMITTED WITH THE CERTIFICATE OF COMPLETION TO THE PLANNING DIVISION, PROPERTY OWNER, AND WATER PURVEYOR (IF APPLICABLE).

IRRIGATION AUDIT , IRRIGATION SURVEY , AND IRRIGATION WATER USE ANALYSIS
A. ALL LANDSCAPE IRRIGATION AUDITS SHALL BE CONDUCTED BY A LOCAL AGENCY LANDSCAPE IRRIGATION AUDITOR OR A THIRD PARTY CERTIFIED LANDSCAPE IRRIGATION AUDITOR. LANDSCAPE AUDITS SHALL NOT BE CONDUCTED BY THE PERSON WHO DESIGNED THE LANDSCAPE OR INSTALLED THE LANDSCAPE.
B. IN LARGE PROJECTS OR PROJECTS WITH MULTIPLE LANDSCAPE INSTALLATIONS (I.E., PRODUCTION HOME DEVELOPMENTS) AN AUDITING RATE OF ONE IN SEVEN LOTS OR APPROXIMATELY 15 PERCENT WILL SATISFY THIS REQUIREMENT.
C. FOR NEW CONSTRUCTION AND REHABILITATED LANDSCAPE PROJECTS INSTALLED AFTER DECEMBER 1, 2015, AS DESCRIBED IN SECTION 19.570.020:
- THE PROJECT APPLICANT SHALL SUBMIT AN IRRIGATION AUDIT REPORT WITH THE CERTIFICATE OF COMPLETION TO THE LOCAL AGENCY THAT MAY INCLUDE, BUT IS NOT LIMITED TO: INSPECTION, SYSTEM TUNE-UP, SYSTEM TEST WITH DISTRIBUTION UNIFORMITY, REPORTING OVERSPRAY OR RUN OFF THAT CAUSES OVERLAND FLOW, AND PREPARATION OF AN IRRIGATION SCHEDULE, INCLUDING CONFIGURING IRRIGATION CONTROLLERS WITH APPLICATION RATE, SOIL TYPES, PLANT FACTORS, SLOPE, EXPOSURE AND ANY OTHER FACTORS NECESSARY FOR ACCURATE PROGRAMMING.
- THE CITY SHALL ADMINISTER PROGRAMS THAT MAY INCLUDE, BUT NOT BE LIMITED TO, IRRIGATION WATER USE ANALYSIS, IRRIGATION AUDITS, AND IRRIGATION SURVEYS FOR COMPLIANCE WITH THE MAXIMUM APPLIED WATER ALLOWANCE.

EXISTING LANDSCAPES:
A. THIS SECTION SHALL APPLY TO ALL EXISTING LANDSCAPES THAT WERE INSTALLED BEFORE DECEMBER 1, 2015 AND ARE OVER ONE ACRE IN SIZE.
- FOR ALL LANDSCAPES THAT HAVE A DEDICATED WATER METER, THE WATER PURVEYOR SHALL ADMINISTER PROGRAMS THAT MAY INCLUDE, BUT NOT BE LIMITED TO, IRRIGATION WATER USE ANALYSES, IRRIGATION SURVEYS, IRRIGATION AUDITS, AND IRRIGATION EQUIPMENT REBATES TO EVALUATE WATER USE AND PROVIDE RECOMMENDATIONS AS NECESSARY TO REDUCE LANDSCAPE WATER USE TO A LEVEL THAT DOES NOT EXCEED THE MAXIMUM APPLIED WATER ALLOWANCE (MAWA) FOR EXISTING LANDSCAPES. THE MAWA FOR EXISTING LANDSCAPES SHALL BE CALCULATED AS: MAWA = (0.8)(ET O)(LA)(0.62).
- FOR ALL LANDSCAPES THAT DO NOT HAVE A DEDICATED WATER METER, THE WATER PURVEYOR SHALL ADMINISTER PROGRAMS THAT MAY INCLUDE, BUT NOT BE LIMITED TO, IRRIGATION WATER USE ANALYSES, IRRIGATION SURVEYS, IRRIGATION AUDITS, AND IRRIGATION EQUIPMENT REBATES TO EVALUATE WATER USE AND PROVIDE RECOMMENDATIONS AS NECESSARY IN ORDER TO PREVENT WATER WASTE.
B. WATER WASTE RESULTING FROM INEFFICIENT LANDSCAPE IRRIGATION SHALL BE PREVENTED BY PROPER IRRIGATION SCHEDULING, PROHIBITING RUNOFF FROM LEAVING THE TARGET LANDSCAPE DUE TO LOW HEAD DRAINAGE, OVERSPRAY, OR OTHER SIMILAR CONDITIONS WHERE WATER FLOWS ONTO ADJACENT PROPERTY, NON-IRRIGATED AREAS, WALKS, ROADWAYS, PARKING LOTS, OR STRUCTURES.

DISCLOSURE STATEMENT EFFECTIVE PRECIPITATION:
THE IRRIGATION DESIGN DOES NOT ASSUME THAT A PART OF THE ESTIMATED TOTAL WATER USE WILL BE PROVIDED BY ANNUAL RAINFALL. SINCE DESIGN PARAMETERS SUCH AS MEDIUM WATER USE PLANT MATERIAL AND EFFICIENCY OF DESIGN IS BEING PROPOSED THE CALCULATION DOES NOT USE EFFECTIVE PRECIPITATION AND SINCE THE ESTIMATED TOTAL WATER USE IS LOSS THAN THE MAXIMLM ALLOWABLE (MAWA).

PARKING LOT LANDSCAPE TABULATIONS

- PROVIDED PARKING SPACE: 622 STALLS
- REQUIRED PARKING TREES: 622/4 = 155.5
- PROVIDED PARKING TREES: 164
- PROPOSED PARKING LOT AREA: 104.356 SF.
- PROPOSED PARKING LOT LANDSCAPED AREA: 26,339 SF.
- REQUIRED LANDSCAPE COVERAGE: 5%
- PROVIDED LANDSCAPE COVERAGE: 25 %

SHEET NO.	DESCRIPTION	SCALE
L1.1	OVERALL LANDSCAPE PLAN & LEGEND	1:80
L2.1	PREMINARY LANDSCAPE PLAN-NORTH	1:40
L2.2	PREMINARY LANDSCAPE PLAN-SOUTH	1:40
L3.1	ENLARGEMENT PLAN-HEALING GARDEN & ARRIVAL PLAZA	1:20
L3.2	ENLARGEMENT PLAN-NORTH GARDEN	1:20
L4.1	LANDSCAPE IMAGERY	--
L5.1	TREE DISPOSITION PLAN	1:80
L6.1	LANDSCAPE LAYOUT PLAN-NORTH	1:40
L6.2	LANDSCAPE LAYOUT PLAN-SOUTH	1:40
L7.1	MAGNOLIA LANDSCAPE SECTIONS	AS SHOWN
L7.2	MAGNOLIA LANDSCAPE SECTIONS	AS SHOWN

ALBERT A. WEBB ASSOCIATES

FIGURE 3-13 HOSPITAL EXPANSION LANDSCAPE PLAN

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION

Architecture

The proposed hospital tower, D&T building, and parking structure are designed to be architecturally consistent with the existing structures at the Kaiser Permanente Riverside Medical Center campus. **Figure 3-14A** through **Figure 3-14D** and **Figure 3-15A** through **Figure 3-15E** show the materials and conceptual renderings of the proposed structures' exterior design and elevations for both the proposed hospital tower, D&T building, and parking structure, respectively. The proposed buildings will consist of concrete tilt-up paneling with a color palette largely consisting of earthy beiges as well as accented use of white, green, and blues. Window treatments will include the use of channel glass, spandrel glazing glass, tempered vision glazing glass, and frit glazing glass. The exterior façade of the new hospital tower will include a glass aluminum curtain wall system with select areas of stick-built glass and aluminum store front system, and light gauge framed penthouses with metal panels. The building and screen wall include articulation and roof line modulation to reduce massing. All roof-mounted equipment will be screened from view as required by Riverside Municipal Code Section 19.555.

Lighting

The proposed Project lighting would provide additional exterior building and site lights and exterior lighting for safety and security purposes along building facades, walls, and pole-mounted lights in parking areas around the medical buildings, walkways, surface parking lots and parking structures. All building and parking lot lighting will be required to conform the City Municipal Code (Chapter 19.556). All light sources would be shielded so that the light is directed away from streets and adjoining properties.

All lighting has been designed to meet or exceed CALGreen Building Code and Title 24 standards. The CALGreen Building Code sets forth maximum allowable backlight, uplight, and glare (BUG) rating for different lighting zones and Title 24 outlines maximum zonal lumens per outdoor lighting zone.

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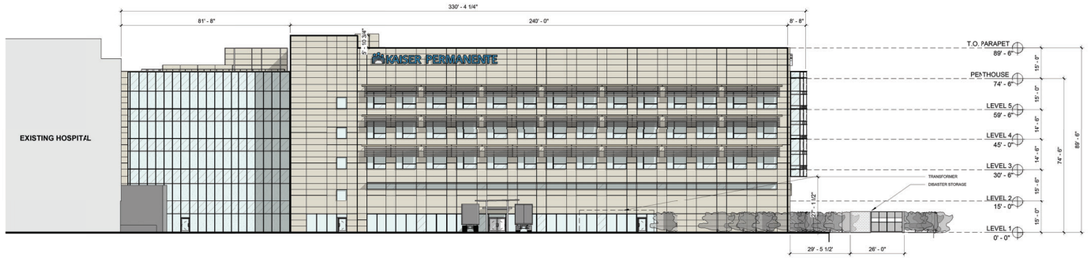
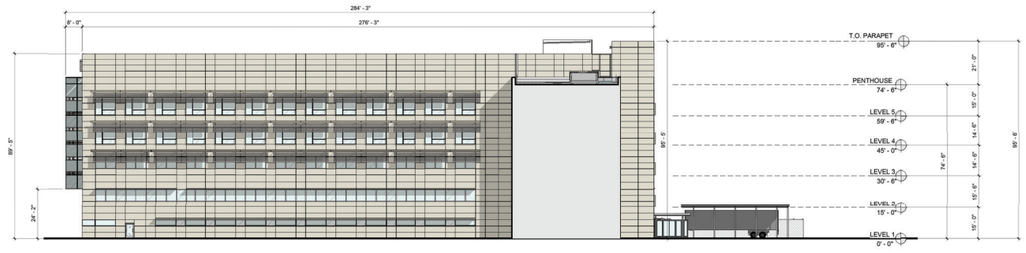
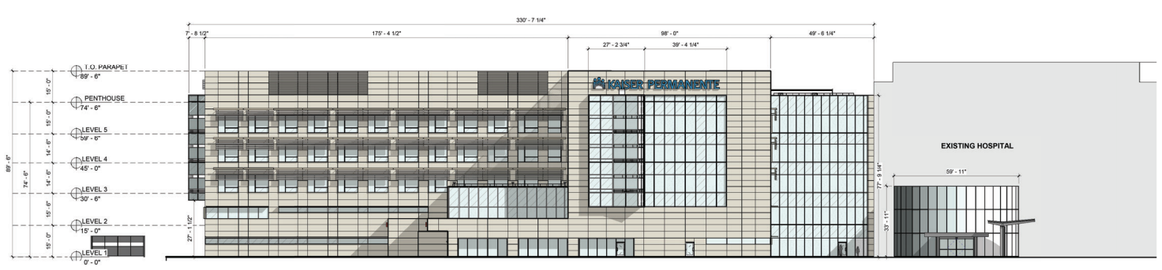


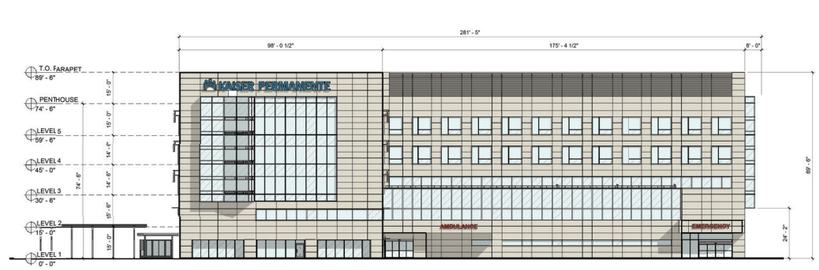
1 - North East Colored Elevation



3 - South East Colored Elevation



2 - South West Colored Elevation



4 - North West Colored Elevation

SOURCE: CO ARCHITECTS

SCALE: NOT TO SCALE

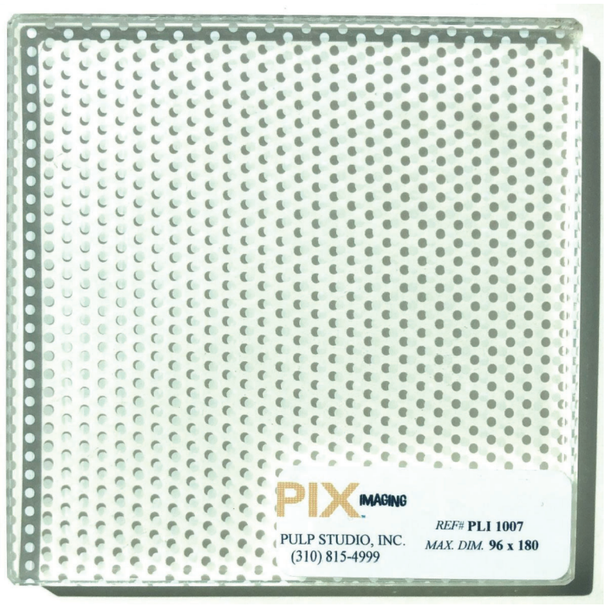
ALBERT A. WEBB ASSOCIATES

FIGURE 3-14A COLORED ELEVATIONS - HOSPITAL EXPANSION

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION



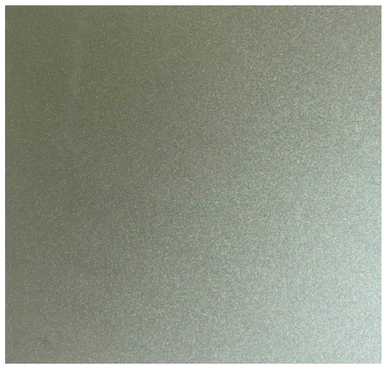
Glazing - Vision
(GL-01)



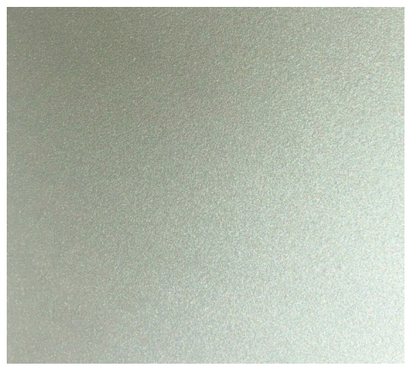
Glazing - Frit
(GL-02)



Glazing - Spandrel
(SP-01)



Metal Panel
(MP-01)



Shade Structure
(SH-01)



CMU #1



CMU #1

SOURCE: CO ARCHITECTS

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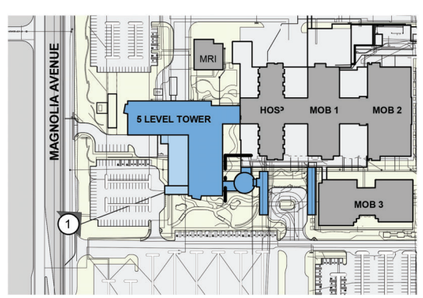
FIGURE 3-14B MATERIALS - HOSPITAL TOWER EXPANSION
KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION







1 HOSPITAL RENDERING 1 KEY PLAN

SOURCE: CO ARCHITECTS

ALBERT A. WEBB ASSOCIATES

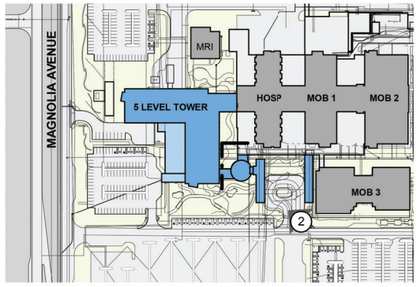
FIGURE 3-14C HOSPITAL EXPANSION VISUAL SIMULATION 1

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION





SOURCE: CO ARCHITECTS

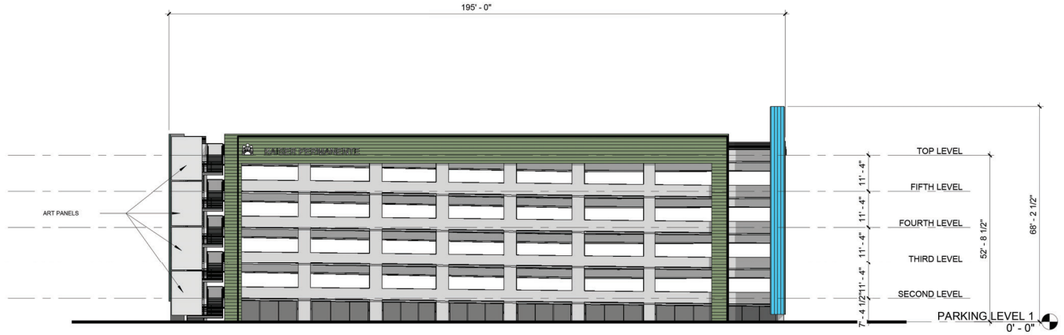


1 HOSPITAL RENDERING 2 KEY PLAN

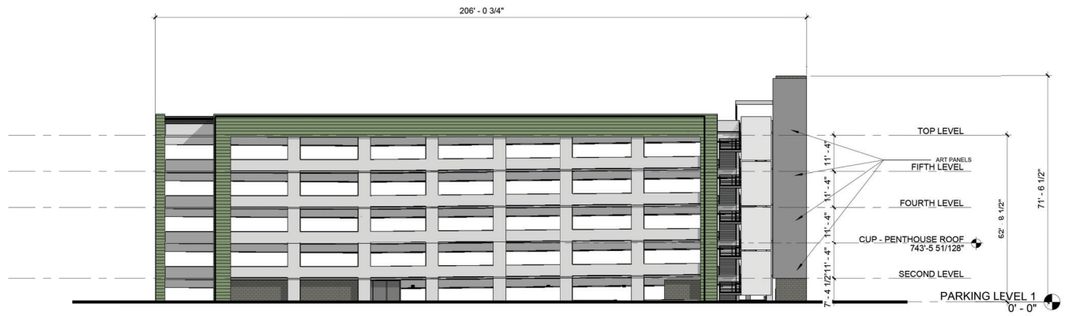
ALBERT A. WEBB ASSOCIATES

FIGURE 3-14D HOSPITAL EXPANSION VISUAL SIMULATION 2

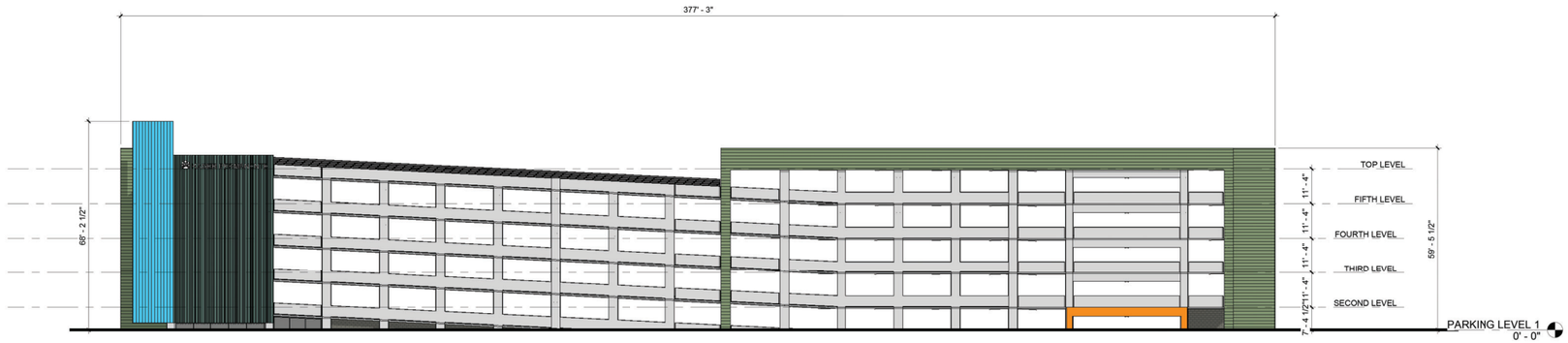
KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION



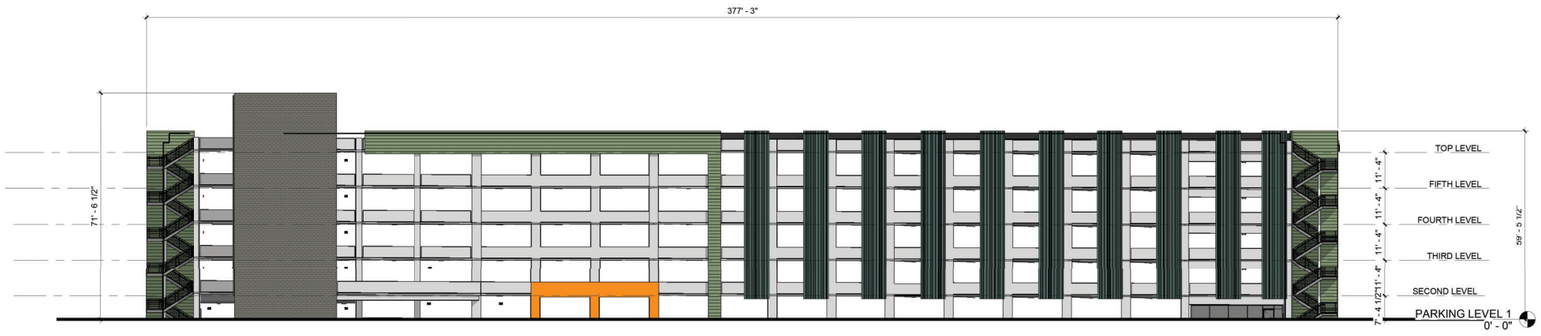
1 - South West Elevation



2 - North East Elevation



3 - South East Elevation



4 - North West Elevation

SOURCE: CO ARCHITECTS

SCALE: NOT TO SCALE

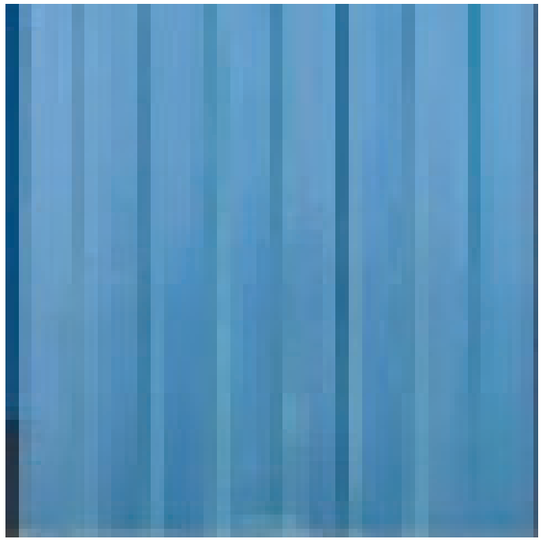
ALBERT A. WEBB ASSOCIATES

FIGURE 3-15A COLORED ELEVATIONS - PARKING STRUCTURE

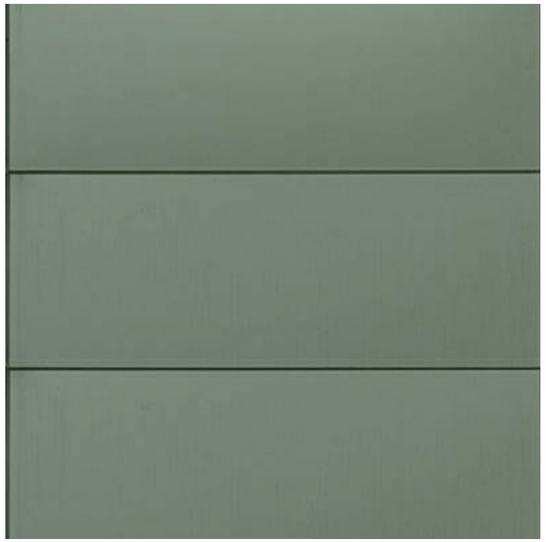
KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION



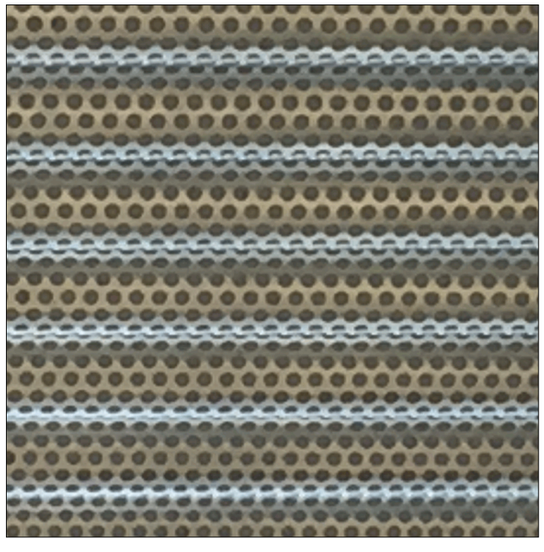
Perforated Corrugated Metal Panel
+ Vertical Orientation (P-01)



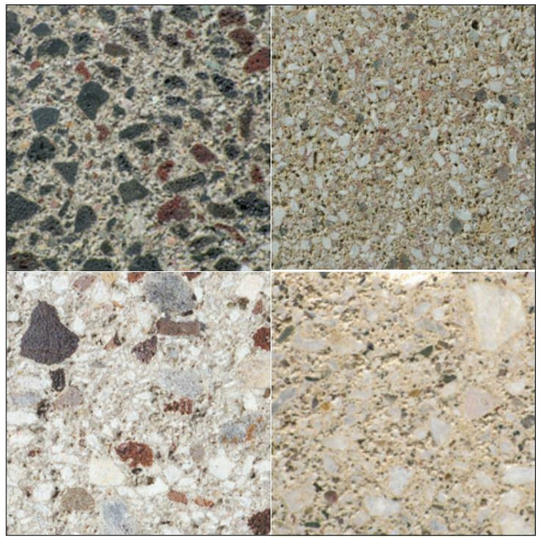
Channel Glass
(P-02)



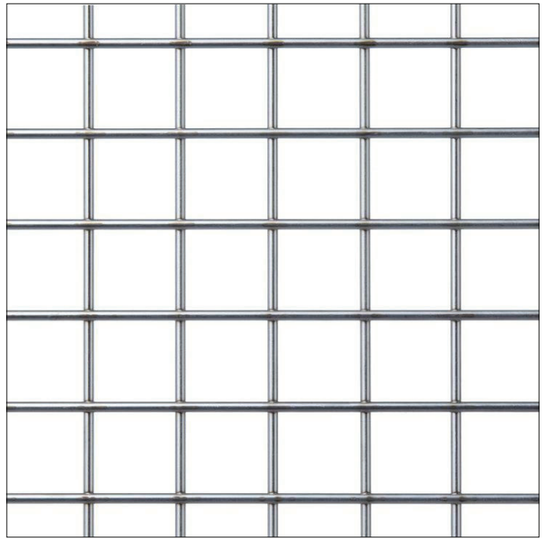
Solid Metal Panel
+ Horizontal Orientation (P-03)



Perforated Corrugated Metal Panel
+ Jump Screen (P-04)



Enhanced Concrete Masonry Unit
+ Horizontal Striated Pattern (CMU-01)



Welded Wire Mesh Screen
(SC-01)

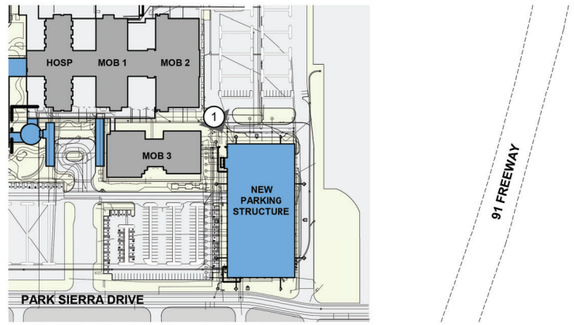
SOURCE: CO ARCHITECTS

ALBERT A. WEBB ASSOCIATES

FIGURE 3-15B MATERIALS - PARKING STRUCTURE
KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION







SOURCE: CO ARCHITECTS

1 PARKING STRUCTURE RENDERING 1 KEY PLAN

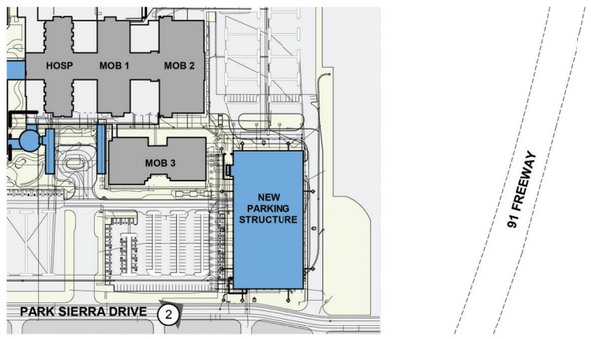
ALBERT A. WEBB ASSOCIATES

FIGURE 3-15C PARKING STRUCTURE VISUAL SIMULATION 1

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION







1 PARKING STRUCTURE RENDERING 2 KEY PLAN

SOURCE: CO ARCHITECTS

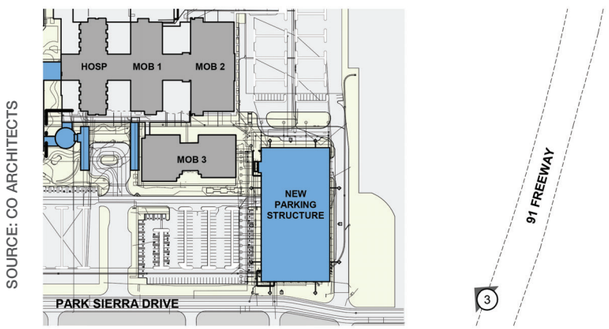
ALBERT A. WEBB ASSOCIATES

FIGURE 3-15D PARKING STRUCTURE VISUAL SIMULATION 2

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION







1 PARKING STRUCTURE RENDERING 3 KEY PLAN

SOURCE: CO ARCHITECTS

ALBERT A. WEBB ASSOCIATES

FIGURE 3-15E PARKING STRUCTURE VISUAL SIMULATION 3

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION

Site Preparation, Grading Plan, and Building Setbacks

The Project will involve grading and earthwork within the site in order to accommodate the proposed structures, associated parking lots, and drive aisles. The Project is anticipated to excavate to a total depth of 20 feet below existing ground surface. Project earthwork would require approximately 70,650 cubic yards of cut and 18,500 cubic yards of fill; thus, approximately 52,150 cubic yards of soil export would be required. Soil export would require approximately 3,725 trips. Grading for the proposed five-story hospital tower will result in 9.08 acres of disturbance. The new parking structure will result in 6.46 acres of grading impacts. Additionally, the off-site parking lots will result in approximately 5.9 acres (1.3 acres at Off-Site Area 1 and 4.6 acres at Off-Site Area 2) of grading for the improvements at these sites.

Prior to grading operations, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared in accordance with requirements of the statewide general National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for stormwater discharges from construction sites.[1] The State Water Resources Control Board issues coverage under the statewide general construction stormwater permit to a project in the form of a Waste Discharge Identification (WDID) number after all of the required materials are received in full, including a SWPPP. The City confirms the State issued a WDID for the project. The City enforces its stormwater ordinance pursuant to its Municipal Code, which includes requiring preparation of a SWPPP (sections 17.16.010 and 14.12.385). The local Regional Water Quality Control Board and State Water Resources Control Board provide regulatory enforcement of the statewide permit.". The SWPPP will include Project-specific best management practices (BMPs) to reduce erosion and sedimentation. BMPs may include, but not be limited to, soil stabilization controls, perimeter silt fences, placement of hay bales, and use of sediment basins. All erosion and sediment controls will be in accordance with the currently adopted state general permit. The developer and construction contractor will be responsible for implementing the BMPs in accordance with the SWPPP.

Fencing

The Hospital Expansion will provide a 3-foot high decorative screen wall along a portion of Magnolia Avenue to screen the surface parking lot from the public view.

Infrastructure and Utilities

Site Access

Vehicles

As part of the of the Hospital Expansion, internal circulation will be re-routed to promote vehicle circulation and pedestrian safety As shown on **Figure 3-3 – Existing Kaiser Permanente Riverside Medical Center Site Plan, t**here are two full-access driveways off of

[1] Per NPDES No. CAS000002, Waste Discharge Requirements Order No. 2009-0009-DWQ issued by State Water Resources Control Board (SWRCB) adopted September 2, 2009 and effective as of July 2, 2010

Park Sierra Drive, two full-access driveways from Polk Street, and one right-in and right-out driveway off of Magnolia Avenue. The most direct access to the Emergency Department for ambulances and patients is via the north driveway on Polk Street. This is also the most direct access to the staff parking lot on the north side of the Hospital Expansion Site. Service vehicles access the site using both driveways from Polk Street. The driveways on Magnolia Avenue and Park Sierra Drive provide access to surface parking lots used by patients and visitors via internal drive lanes.

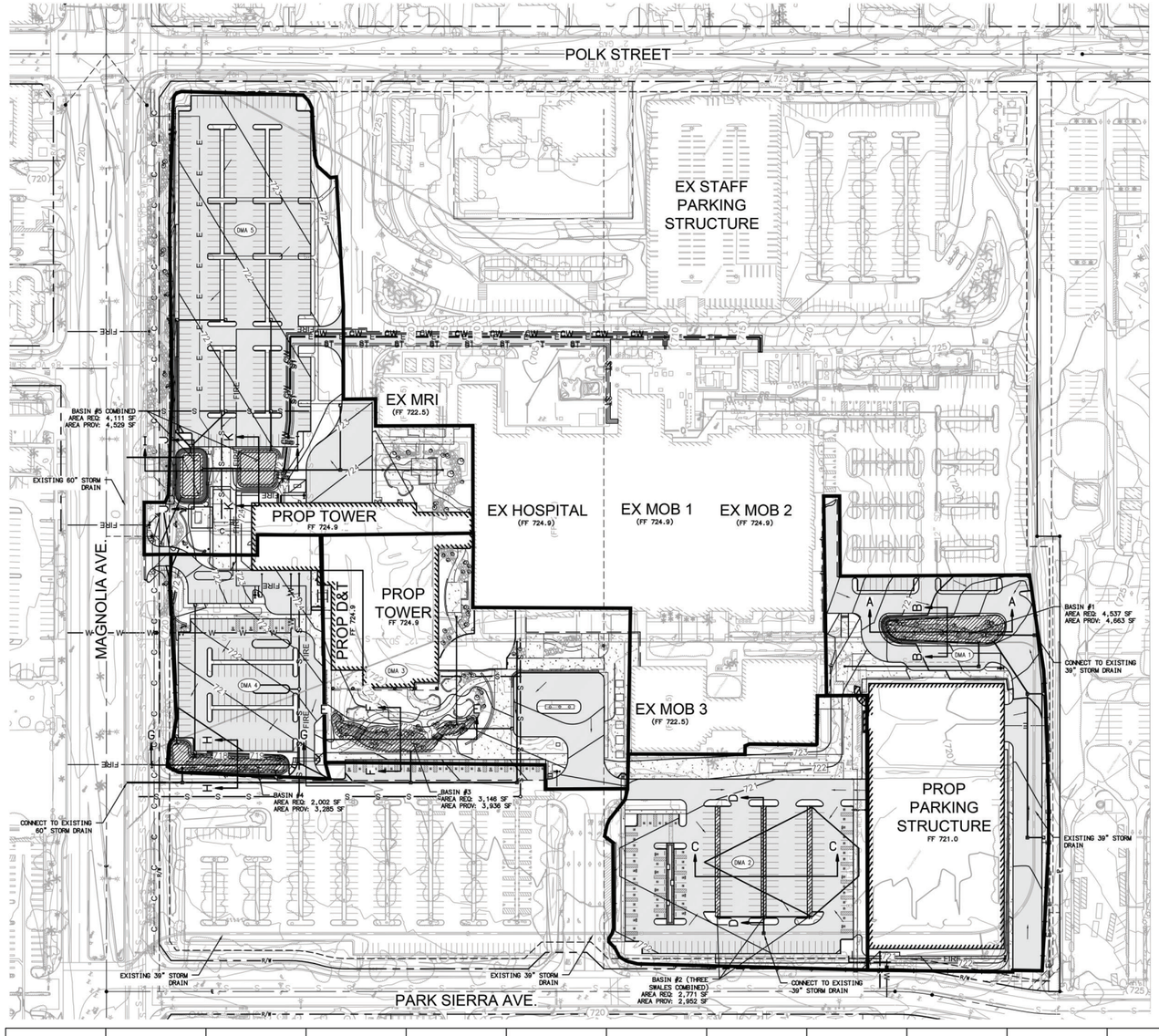
Once completed, access to the Kaiser Permanente Riverside Medical Center will continue to be from the five existing driveways as shown on **Figure 3-8 – Hospital Site Plan**. The Magnolia Avenue driveway will become an emergency vehicle-only entrance with direct access to the relocated Emergency Department. Kaiser Permanente Riverside Medical Center patients will access the site via the north Park Sierra Drive driveway for patient drop off and via the south Park Sierra Drive driveway to the new parking structure or surface parking lot on the south side of the Hospital Expansion Site. Employees will use the north Polk Street driveway to access the employee parking lot at the northeast portion of the Hospital Expansion Site or the south Park Sierra driveway to access the new parking structure. Service vehicles will use both Polk Street Driveways to access the service automotive route and loading area as shown on **Figure 3-8**. Once the Project is completed, the Hospital Expansion Site will be served by a combination of surface parking lots and two parking structures.

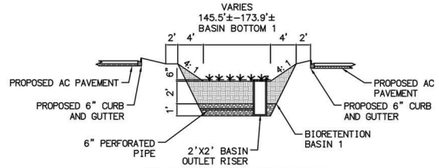
Pedestrian

Pedestrian walkways are proposed to connect the hospital and medical office buildings to the proposed parking structure, surface parking lots, and public sidewalks on Magnolia Avenue, and Park Sierra Drive. (Refer to **Figure 3-8**.)

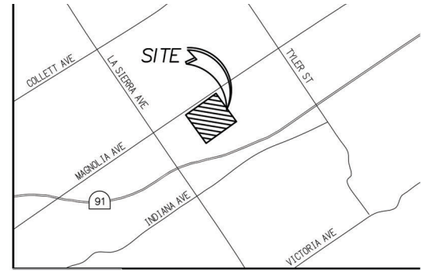
Drainage

The existing Medical Center currently has existing storm drain catch basins that collect on-site surface runoff. The proposed Project would maintain existing on-site drainage patterns and would be designed to utilize low impact development (LID) bio retention and biotreatment BMPs and landscaping to redirect capture and treat surface runoff from new development prior to entering the existing underground storm drain lines within Magnolia Avenue and Park Sierra Avenue. Five new bioretention basins will be placed along the western portion of the Hospital Expansion Site as shown on **Figure 3-16 – Hospital Expansion Site BMP Plan.** These new basins are sized to provide treatment of the unique “water quality volumes” calculated for the areas of the new 15.5 acres of the new expansion areas, which will drain to each basin. Flows in excess of the water quality volumes will bypass treatment via outlet risers located in each basin that will connect to the existing 60-inch diameter storm drain system on the corner of Magnolia Avenue and Park Sierra Avenue. As previously indicated, the erosion and sedimentation control for the Project will be designed in accordance with NPDES permit guidelines. The Project will implement a SWPPP (or SWPPPs) to meet the requirements of the NPDES permit during construction, which will identify BMPs to control erosion and water runoff during the Project’s construction phase.

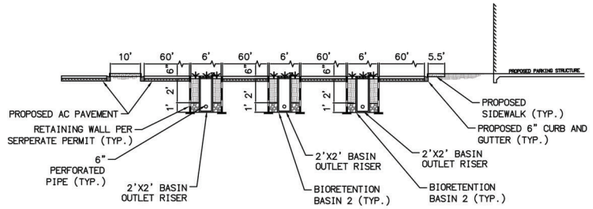




BIORETENTION BASIN 1
SCALE: N.T.S.



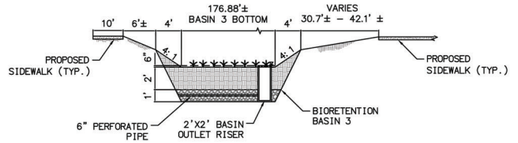
VICINITY MAP



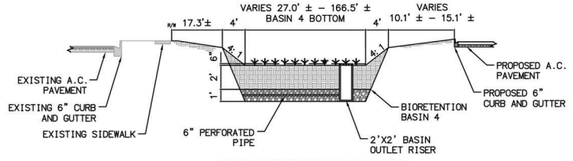
BIORETENTION BASIN 2
SCALE: N.T.S.

LEGEND

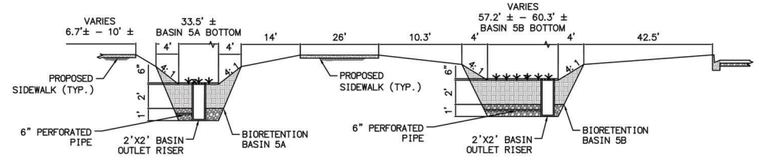
STORM WATER BASIN	
DRAINAGE BOUNDARY	
FLOW ARROW	
DMA ID	DMA #



BIORETENTION BASIN 3
SCALE: N.T.S.



BIORETENTION BASIN 4
SCALE: N.T.S.



BIORETENTION BASIN 5
SCALE: N.T.S.

SOURCE: CO ARCHITECTS

DMA	SURFACE TYPE	DMA TYPE	TOTAL AREA (SF)	PERVIOUS AREA (SF)	IMPERVIOUS AREA (SF)	% PERVIOUS	% IMPERVIOUS	EFFECTIVE IMPERVIOUS FRACTION	DMA RUNOFF FACTOR	V BMP (CF)	BIO-RETENTION PROPOSED SURFACE AREA (SF)	STORAGE VOLUME REQUIRED (CF)	STORAGE VOLUME PROVIDED (CF)	BMP TYPE
1	MIXED	D	161,198	131,477	29,721	81.6000	18.4000	0.7000	0.6300	6,028	4,663	6028	6,202	BIO-RETENTION BASIN 1
2	MIXED	D	120,527	89,365	31,162	74.1000	25.9000	0.7000	0.3300	4,156	2,952	4158	4,428	BIO-RETENTION BASIN 2
3	MIXED	D	128,503	87,667	40,836	68.2000	31.8000	0.7000	0.6300	4,136	3,936	4136	5,196	BIO-RETENTION BASIN 3
4	MIXED	D	73,352	55,785	17,567	76.1000	23.9000	0.7000	0.6300	2,585	3,285	2585	4,238	BIO-RETENTION BASIN 4
5	MIXED	D	193,454	129,085	64,369	66.7000	33.3000	0.7000	0.6300	6,113	4,529	6113	6,748	BIO-RETENTION BASIN 5

SCALE: NOT TO SCALE

ALBERT A. WEBB ASSOCIATES

FIGURE 3-16 HOSPITAL EXPANSION SITE BMP PLAN

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION

Wet Utilities

Potable water service to the Hospital Expansion Site, Off-Site Area 1, and Off-Site Area 2 would be provided by Riverside Public Utilities via existing water pipelines that currently serves the Kaiser Permanente Riverside Medical Center campus and pipelines within Magnolia Avenue. The new hospital tower and the D&T building, will connect to water through existing pipelines on Magnolia Avenue. No potable water connections are needed for the new parking structure, Off-Site Area 1, or Off-Site Area 2. The proposed Project would increase water usage by 24,009,000 gallons of water a year above existing conditions. Waterline and storage upgrades are not required to supply water to the project as the existing water system has adequate capacity to serve the Project

Sanitary sewer collection will be provided by the City's Public Works Department via existing sewer pipelines that currently serve the Kaiser Permanente Riverside Medical Center campus. New sewer connections/extensions to serve the new hospital tower and D&T Building will be needed. The sewer pipeline from the new expansion areas will connect to an existing 21 inch-sewer line in Magnolia Avenue toward the western portion of the Project site. Project-generated wastewater will be treated at the City's Regional Water Quality Control Plan. No sewer connections will be required for Off-Site Area 1 or Off-Site Area 2.

Dry Utilities

Telephone and cable utilities for the Hospital Expansion will be provided by AT&T and Charter Communications, respectively. The Hospital Expansion will connect to existing on-site facilities at the Medical Center campus or to existing connections along Magnolia Avenue, Park Sierra Avenue, or Polk Street. No telephone or cable utilities will be required for Off-Site Area 1 or Off-Site Area 2.

Gas Utilities

Natural gas service to the Hospital Expansion will continue to be provided by the Southern California Gas Company. The Hospital Expansion will include a new underground storage tank for propane (60,000 gallons) as part of the Hospital's disaster preparedness. The Hospital Expansion will connect to existing gas facilities on-site or to existing connections along Magnolia Avenue, Park Sierra, or Polk Street. No gas service will be required for Off-Site Area 1 or Off-Sie Area 2.

Sustainability Features

The Project will meet or exceed all applicable standards under California's Green Building Code (CALGreen) and Title 24. Additionally, in accordance with Kaiser Permanente's long-term environmental stewardship goals, the proposed hospital tower and D&T building would be constructed to meet or exceed the LEED (Leadership in Energy and Environmental Design) Gold performance standards. Because the LEED certification program does not include parking structures, the proposed parking structure would be designed and constructed in accordance with the rating system and performance standards for certification under the Green Garage Certification Program, which is the parking industry's equivalent of LEED

certification, provided by the Green Parking Council, an affiliate of the International Parking Institute. LEED/Green Garage certification will be accomplished by incorporating, at a minimum, the following sustainability features or other features that are equally efficient:

Energy Efficiency

- Design buildings to meet or exceed the LEED Gold performance standards.
- Design Parking Structure in accordance with Green Garage Certification Program.
- Install electric vehicle (EV) charging stations, designated EV parking, as well as bike parking in accordance with the 2019 Title 24 standards and CALGreen Code in both surface parking and in the parking structure.
- Design outdoor areas with landscape planters, trees and seating that would comply with sustainable practices included in the 2019 Title 24 standards and CALGreen Code.

Water Conservation and Efficiency

- Design buildings to be water-efficient. Install water-efficient fixtures and appliances in compliance with 2019 CALGreen Code.
- Install recycled water irrigation systems.

Solid Waste Measures

- Provide recycling services which would divert at least 50 percent of solid waste generation per Assembly Bill 341.

Public Transit, Bicycle, and Pedestrian Design Features

- The Project's site design will facilitate active modes of transportation by providing sidewalks, crosswalks and bicycle facilities for pedestrians and bicyclists throughout the Project site. Improvements of sidewalks, crosswalks, and bicycle facilities help pedestrians and cyclists navigate the area safely and efficiently. Proper site design ensures seamless connectivity from public roadways to the Project site for those arriving using active modes of transportation.
- The Project site will include bicycle amenities, pursuant to CAPCOA Measure TRT5, throughout the Project site to encourage employees and visitors to bike to the Project site. Examples of bicycle amenities can include bike racks, lockers, repair stations, and showers. The lack of bicycle amenities may deter existing cyclists from biking to the site. Bicycle amenities encourages bicycle use while promoting a healthier alternative to driving, reducing vehicle trips and parking demand.
- Additional bicycle parking, lockers and showers may accommodate the Hospital Expansion. Indoor bike storage rooms can be considered for enhanced security concerns and weather protection. These facilities will encourage bike ridership since

there are existing Class II bike lanes along the westbound and eastbound directions of Magnolia Avenue along the Project frontage.

- Passenger loading zones will be designated in front of the hospital tower and the existing four medical office buildings (MOBs) for vehicles dropping off or picking up passengers only. Passenger loading zones reduce the need to circulate the site to find a parking space or idle in an undesignated area to pick up/drop off a passenger. Passenger loading zones also provide a safe area for patients to access buildings directly to and from vehicles without crossing through the parking lot. During construction activities, shuttle services will be available for employees and construction staff to and from the buildings to the existing bus stop. Shuttle service will also be available from the Off-Site Area 2 parking lot to the Hospital Expansion Site.
- As part of the proposed Project, the parking lots will be restriped in compliance with current City standards and a parking structure will be added. The Project's site design will ensure that pedestrian connectivity is enhanced and is ADA compliant. This includes enhanced pedestrian connectivity at the drop-off area for the emergency department.

Employment

The Hospital Expansion will provide additional medical resources and services that will require additional support staff. Based on the influx of patients, the Project is estimated to require the support of approximately 746 new full time employees. The employees would work in three shifts: day, evening, and night with each shift overlapping by 30 minutes. The day shift supports approximately 439 employees, evening shift approximately 89 employees, and night shift approximately 218 employees. Project-construction would generate approximately 450 temporary construction jobs.

Construction Schedule

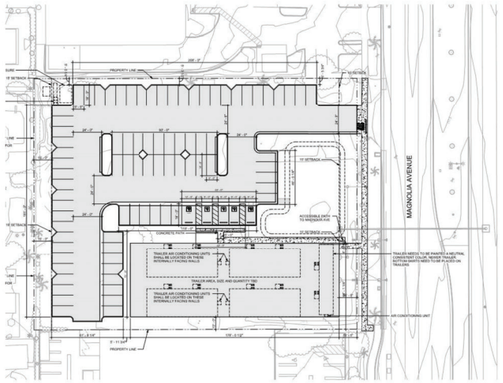
Construction is anticipated to begin in the fall of 2022 and take approximately 58 months, being completed in summer of 2027. Project construction will occur in two major build phases with seven subphases.

Table 3-E – Construction Phases provides a breakdown of each construction phase. **Figure 3-17A** through **Figure 3-17D** illustrate the Hospital Expansion Site construction zones and internal circulation during each construction phase. The Project proposes to operate 24 hours a day 7 days a week.

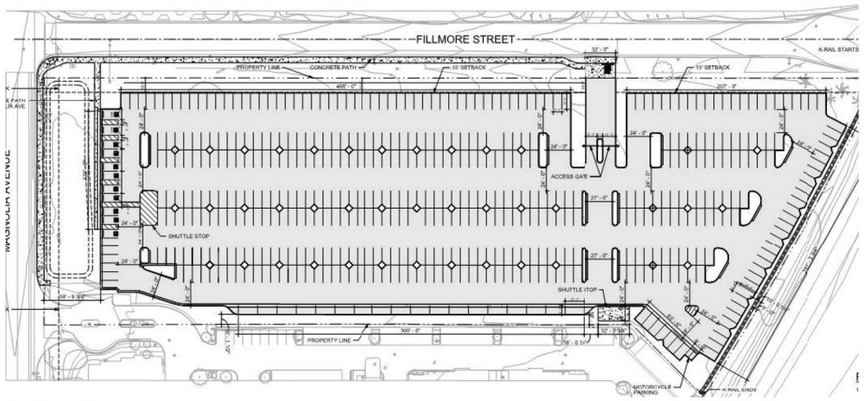
Table 3-E – Construction Phases

Phase	Subphases	Description	Activities	Construction Duration (Months)
Phase 1	**1-3**	Parking Lots at Off-Site Area 1 and Off-Site Area 2– Make Ready – Parking Structure	Subphases 1 and 2 include construction of the parking lots at Off-Site Area 1 and Off-Site Area 2, reconfiguring the existing hospital ambulance driveway and hospital patient drop-off area. A temporary patient drop-off canopy for the hospital and a new patient drop-off area for MOB 2 will be constructed as part of Subphase 2. Following the opening of the new patient drop-off areas, parking reconfiguration and restriping of the ADA parking spaces south of MOB 3 and MOB 2 patient drop-off area would be performed as part of Subphase 3.	6
Phase 1	**4**	Parking Structure	Subphase 4 would involve establishing parking structure laydown areas, demolition of existing surface parking, grading, construction of the cast-in-place concrete building structure, construction of the interior 2,500 square feet of office space on the first level, and exterior screening elements.	12
Phase 2	**5**	New Ambulance Driveway	Subphase 5 involves the reconfiguration of the existing hospital ambulance egress and the construction of the new emergency vehicle driveway that will provide access from Magnolia Avenue.	4
	6-7	New Hospital Tower, D&T Building and Entry Plaza Construction	Subphases 6 and 7 involve construction of the new hospital tower and correlating interior and exterior site work, D&T building, upgrades to the existing central utility plant, utility connections from the central utility plant to the new hospital tower and undergrounding of existing aboveground utilities, construction of a new patient entry and drop-off canopy, reconfigured driveways, and landscaping.	36

Source: CO Architects Site Plans (Appendix A)



10021 MAGNOLIA AVE.



11510 MAGNOLIA AVE.

***FOR ADDITIONAL DETAILS PLEASE SEE OFF-SITE PLAN SET

PHASE 1.0

SUBPHASE 1-3 DURATION: **6 MONTHS**

PHASE 1 PARKING MATRIX
ON-SITE: 2,556
OFFSITE: 0
TOTAL: 2,556
PARKING REMOVED: 0
PHASE TOTAL PROVIDED: 2,556
TOTAL PARKING REQUIRED: 2,092
SURPLUS PARKING: 464

Subphase 1: Offsite Parking

- Subphase 1 includes construction of two off-site parking lots. Lot details and sheets are contained in separate set under separate entitlement review/submission.

SOURCE: CO ARCHITECTS

SCALE: NOT TO SCALE

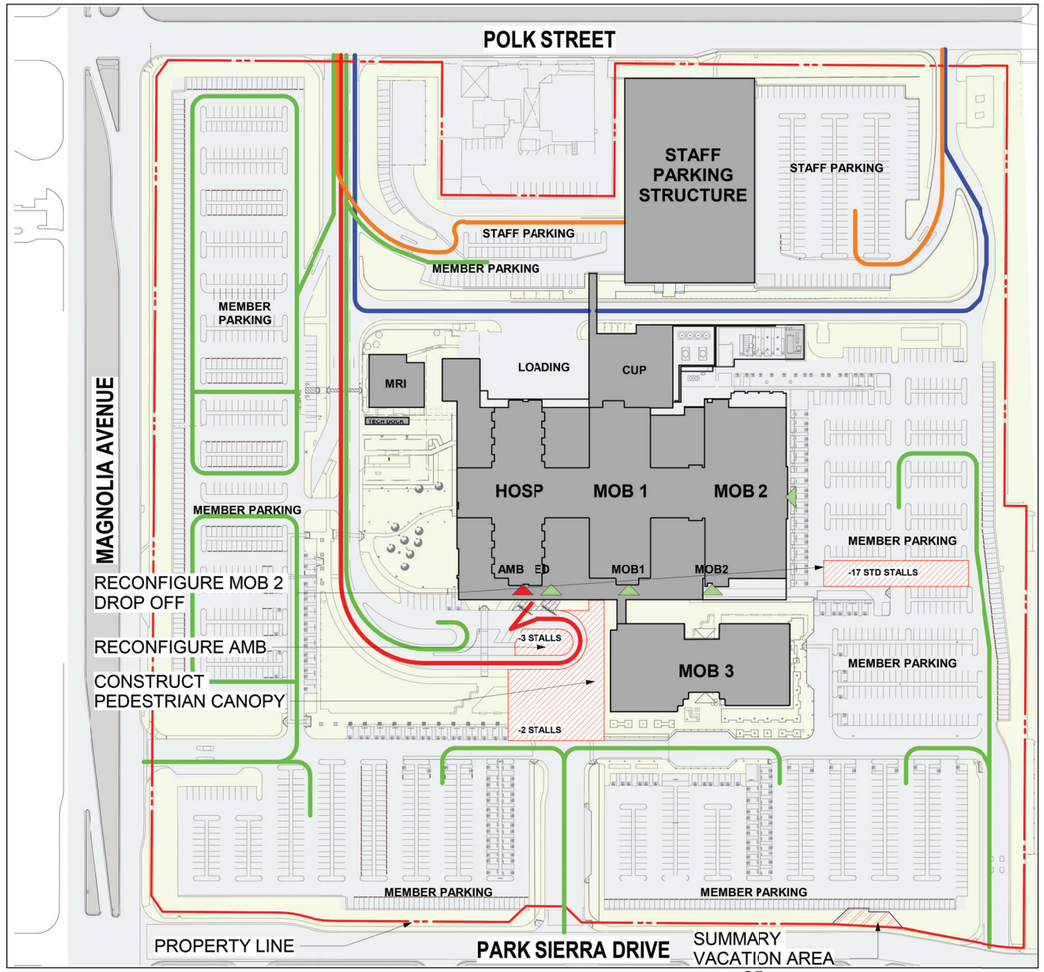
ALBERT A. WEBB ASSOCIATES

CIRCULATION LEGEND

- AMBULANCE ROUTE
- MEMBER ROUTE
- STAFF ROUTE
- SERVICE ROUTE FOR HOSPITAL DELIVERIES

PHASING LEGEND

- CONSTRUCTION SCOPE
- COMPLETE/PROPOSED
- EXISTING



PHASE 1.0

SUBPHASE 1-3 DURATION: **6 MONTHS**

1" = 100'-0"

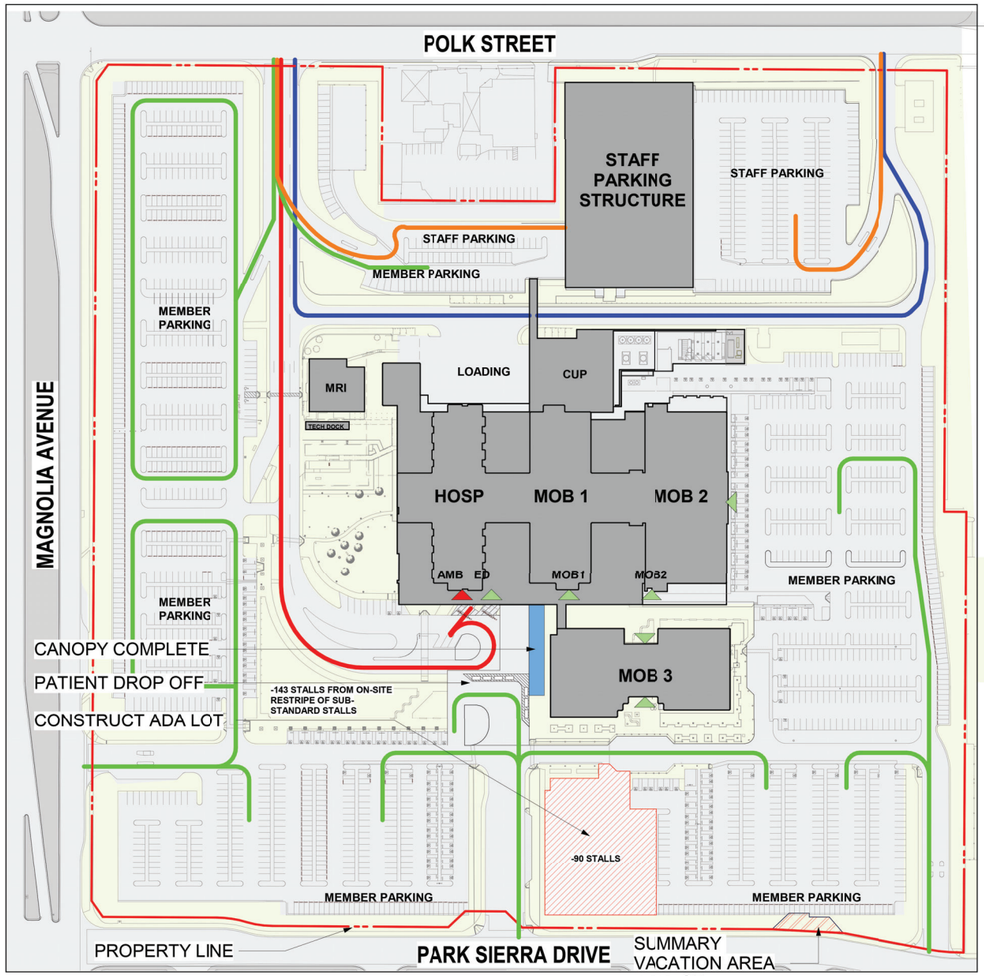
PHASE 2 PARKING MATRIX
ON-SITE: 2,556
OFFSITE: 0
TOTAL: 2,556
PARKING REMOVED: 22
PHASE TOTAL PROVIDED: 2,534
TOTAL PARKING REQUIRED: 2,092
SURPLUS PARKING: 442

Subphase 2: Make Ready

- Subphase 2 involves reconfiguring the existing hospital ambulance driveway and hospital patient drop-off area.
- A temporary patient drop-off canopy for the hospital and new patient drop-off area for MOB 2 will be constructed.

FIGURE 3-17A CONSTRUCTION SUBPHASE 1 & 2

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION



CIRCULATION LEGEND

- AMBULANCE ROUTE
- MEMBER ROUTE
- STAFF ROUTE
- SERVICE ROUTE FOR HOSPITAL DELIVERIES

PHASING LEGEND

- CONSTRUCTION SCOPE
- COMPLETE/PROPOSED
- EXISTING

PHASE 1.0

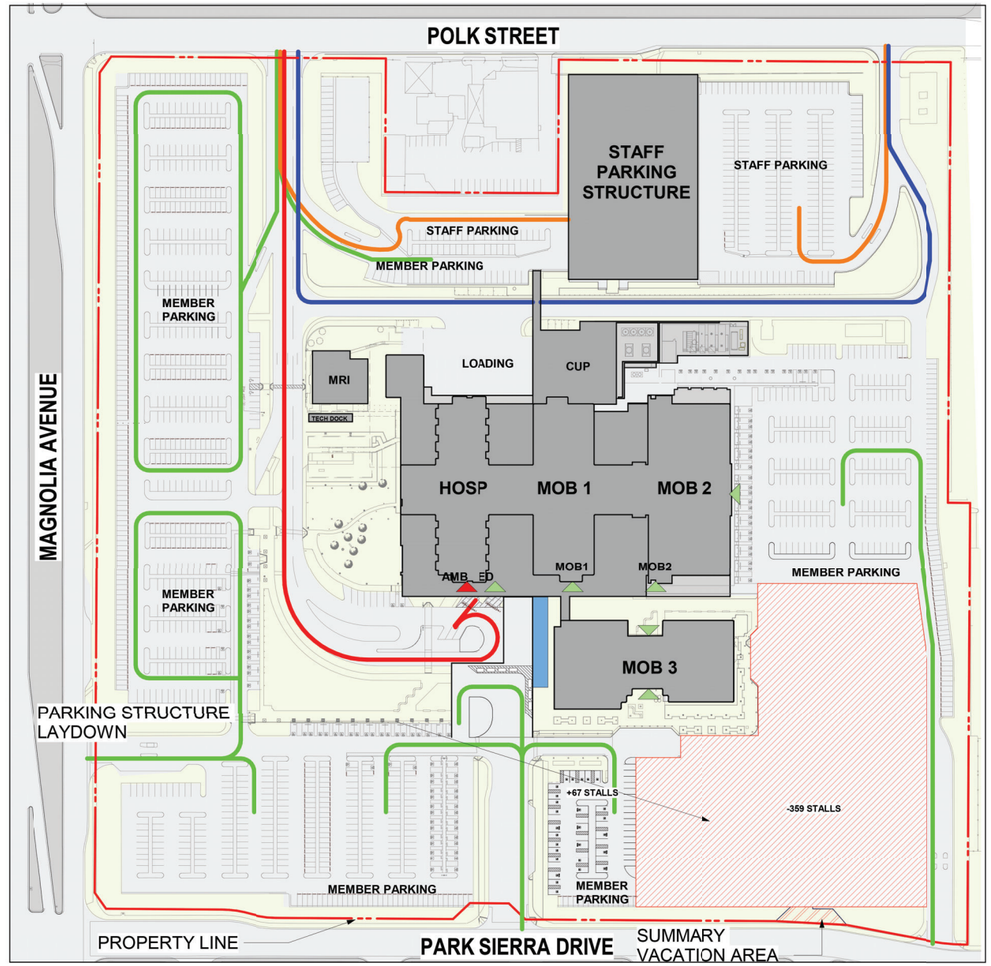
SUBPHASE 1-3 DURATION: **6 MONTHS**

1" = 100'-0"

PHASE 3 PARKING MATRIX
ON-SITE: 2,534
OFFSITE: 0
TOTAL: 2,534
PARKING REMOVED: 233
PHASE TOTAL PROVIDED: 2,301
TOTAL PARKING REQUIRED: 2,092
SURPLUS PARKING: 209

Subphase 3: On-site ADA Lot

- Following the opening of new patient drop-off areas, parking re-configuration and restriping of the ADA parking spaces south of MOB 3 and MOB 2 patient drop-off area will take place.



PHASE 1.0

SUBPHASE 4 DURATION: **12 MONTHS**

1" = 100'-0"

PHASE 4 PARKING MATRIX
ON-SITE: 2,301
OFFSITE: 111
TOTAL: 2,412
PARKING REMOVED: 292
PHASE TOTAL PROVIDED: 2,120
TOTAL PARKING REQUIRED: 2,092
SURPLUS PARKING: 28

Subphase 4: Parking Structure

- This phase involves establishing parking structure laydown areas
- Demolition of existing surface parking, grading, construction of cast-in-place concrete building structure
- Construction of the interior 2,500 SF office space on the first level
- Exterior screening elements

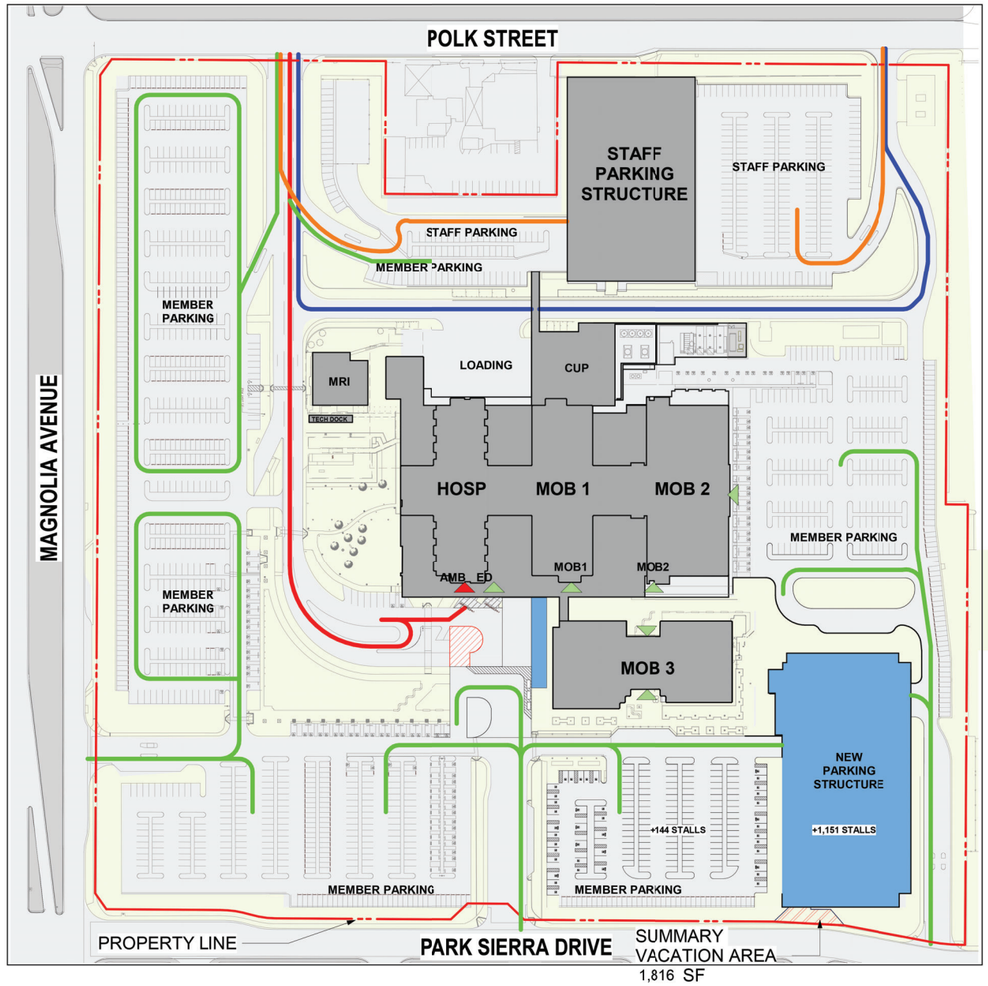
SOURCE: CO ARCHITECTS

SCALE: NOT TO SCALE

ALBERT A. WEBB ASSOCIATES

FIGURE 3-17B CONSTRUCTION SUBPHASE 3 & 4

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION



CIRCULATION LEGEND

- AMBULANCE ROUTE
- MEMBER ROUTE
- STAFF ROUTE
- SERVICE ROUTE FOR HOSPITAL DELIVERIES

PHASING LEGEND

- CONSTRUCTION SCOPE
- COMPLETE/PROPOSED
- EXISTING

PHASE 2.0

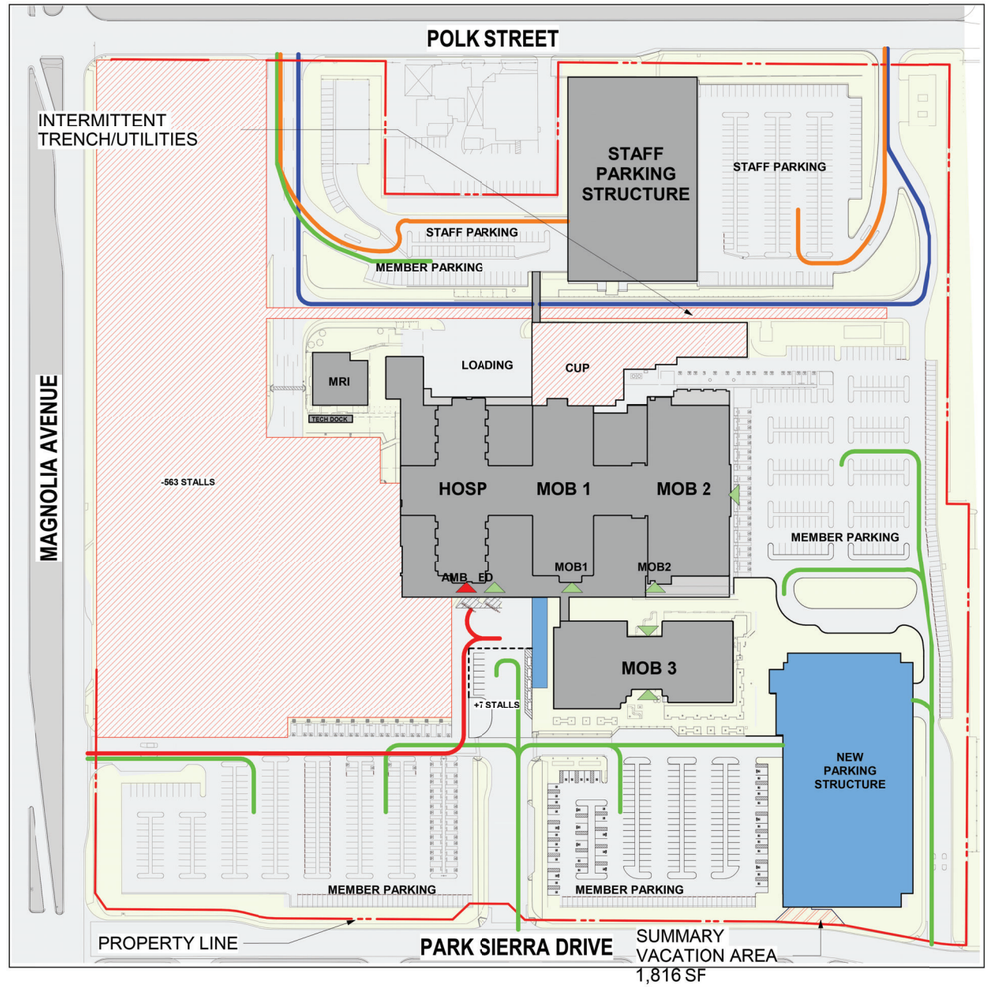
SUBPHASE 5 DURATION: **4 MONTHS**

1" = 100'-0"

PHASE 5 PARKING MATRIX
ON-SITE: 2,009
OFFSITE: 0
TOTAL: 2,009
PARKING ADEED: 1,295
PHASE TOTAL PROVIDED: 3,304
TOTAL PARKING REQUIRED: 2,092
SURPLUS PARKING: 1,212

Subphase 5: New Ambulance Driveway

- Involves re-configuration of the existing hospital ambulance egress
- Construction of the new emergency vehicle drive way that will provide access from Magnolia Avenue.



PHASE 2.0

SUBPHASE 6-7 DURATION: **36 MONTHS**

1" = 100'-0"

PHASE 6 PARKING MATRIX
ON-SITE: 3,304
OFFSITE: 0
TOTAL: 3,304
PARKING REMOVED: 556
PHASE TOTAL PROVIDED: 2,762
TOTAL PARKING REQUIRED: 2,092
SURPLUS PARKING: 670

Subphase 6: New Tower Construction, CUP Ugrades, and Utility Routing

- Construction of the new hospital tower and D+T building
- Correlating interior and exterior site work
- Upgrades to the existing central utility plant
- Utility connections from the CUP to the new hospital

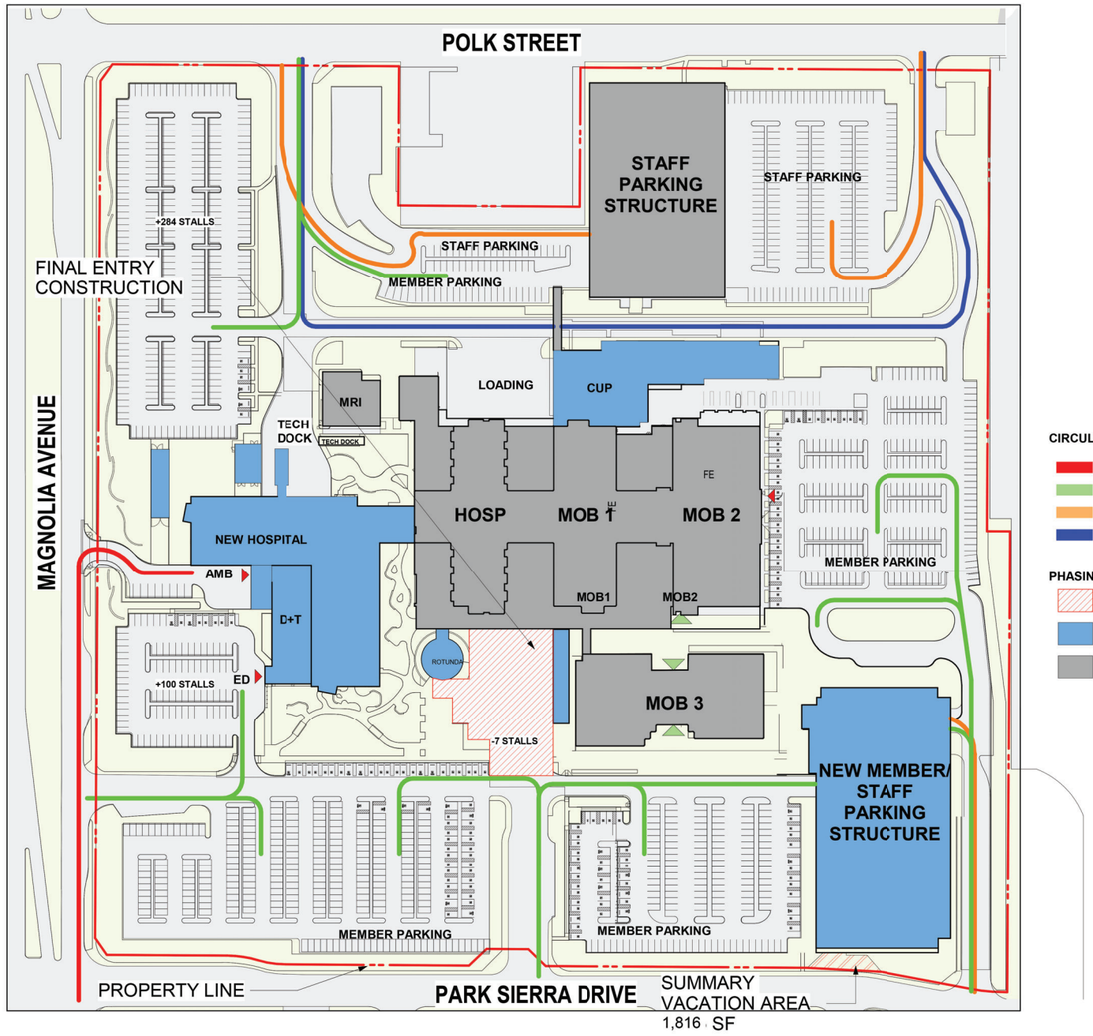
SOURCE: CO ARCHITECTS

SCALE: NOT TO SCALE

ALBERT A. WEBB ASSOCIATES

FIGURE 3-17C CONSTRUCTION SUBPHASE 5 & 6

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION



PHASE 2.0

SUBPHASE 6-7 DURATION: **36 MONTHS**

1" = 100'-0"

PHASE 7 PARKING MATRIX
ON-SITE: 2,762
OFFSITE: 0
TOTAL: 2,762
PARKING ADDED: 377
PHASE TOTAL PROVIDED: 3,139
TOTAL PARKING REQUIRED: 2,225 (NEW REQ.)
SURPLUS PARKING: 914

Subphase 7: New Entry and Canopy

- Construction of a new patient entry. RE: A1.26
- Construction of a new drop-off canopy. RE: A1.26
- Reconfigured driveways and landscaping. RE: A1.26

SOURCE: CO ARCHITECTS

SCALE: NOT TO SCALE

ALBERT A. WEBB ASSOCIATES

FIGURE 3-17D CONSTRUCTION SUBPHASE 7

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION

3.2.6 Project Objectives

The objectives of the proposed Project are:

1. Expand the Kaiser Permanente Riverside Medical Center campus through the construction and operation of new medical facilities in order to accommodate future growth of Kaiser members and the need to provide additional medical services that benefit the community.

2. Develop a comprehensively planned, integrated medical campus within the existing hospital campus boundaries by facilitating construction of a new five story hospital tower with 359-hospital-licensed bed buildout capacity, and increasing services for Newborn Intensive Care Unit (NICU), operating rooms, perioperative services, diagnostic and treatment, increased emergency services and ancillary services to keep pace with increasing population growth in the City and the region.

3. Allow members to access a full suite of medical services nearer to their homes and workplace.

4. Optimize the use of development potential on the existing Kaiser Permanente Riverside Medical Center property.

5. Accommodate Medical Center expansion to continue without interruption, while offering all current medical services and 24/7 emergency services.

6. Maximize the number of single-occupancy in-patient hospital rooms in order to meet modern standards and expectations.

7. Increase patient parking to meet current and projected future demand.

8. Increase employment opportunities in healthcare, by expanding personnel in specialty healthcare departments.

9. Implement the vision, objectives, and policies of the Magnolia Avenue Specific Plan by enhancing the role of the La Sierra District as a major employment center in the City.

10. Redesign internal circulation in order to implement safety, provide enhanced health and wellness, and create a seamless flow between pedestrians and vehicle traffic.

11. Continue to provide employee parking to Kaiser Permanente Riverside Medical Center staff during construction by introducing off-site parking lots with shuttle support during construction.

12. Incorporate sustainable green building design features developed by the Leadership in Energy and Environmental Design (LEED) to meet and exceed the LEED Gold

performance standards and Kaiser Permanente's long-term environmental stewardship goals.

3.2.7 Discretionary Actions and Approvals

In conformance with State *CEQA Guidelines* Sections 15050 and 15367, the City has been designated the "Lead Agency," defined as the "public agency which has the principal responsibility for carrying out or approving a project," for the Project's environmental analysis. The DEIR serves as an informational document for use by the public agencies, the general public, and decision-makers. This DEIR discusses the impacts of development pursuant to the Project and related components, and analyzes the Project alternatives. The DEIR will be used by the City in assessing impacts of the Project.

The following public agencies will use this DEIR when considering the following actions, as well as any other discretionary actions necessary or desirable to implement the Project identified through consultation with the appropriate public agencies:

City of Riverside

- Certification of the Environmental Impact Report (EIR) (DP-2021-00731)
- Rezone (RZ) – (DP-2021-01650)
- Conditional Use Permit (CUP) – (DP-2021-00008)
- Minor Conditional Use Permit (MCUP) – (DP-2021-01306)
- Minor Conditional Use Permit (MCUP) – (DP-2021-01307)
- Summary Vacation (VC-S) – (SD-2021-00020)
- Design Review (DR) – (DR-2021-00009)
- Consideration of proposed Floor Area Ration (FAR)
- Issuance of applicable building and grading permits

Office of Statewide Health Planning and Development

- Issuance of construction permit (new tower and D &T Building)

South Coast Air Quality Management Plan

- Issuance of permit to operate an emergency generator

4 ENVIRONMENTAL EFFECTS FOUND NOT TO BE SIGNIFICANT

CEQA directs that an EIR focus on all potentially significant effects created by a project on the environment, discussing the effects with emphasis in proportion to their severity and probability of occurrence. Effects dismissed in an Initial Study/Notice of Preparation (IS/NOP) as less than significant and unlikely to occur or determined to be less than significant with mitigation incorporated need not be discussed further in the EIR.

4.1 Effects Found Not to be Significant During Preparation of the Initial Study/Notice of Preparation

Section 21100(c) of the Public Resources Code states that an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were, therefore, not discussed in detail in the EIR. Section 15128 of the State *CEQA Guidelines* adds, "Such a statement may be contained in an attached copy of an Initial Study."

The Initial Study (included as Appendix A.5) concluded that the proposed Project will not result in significant impacts or impacts will be less than significant with the incorporation of standard mitigation measures identified in the Initial Study, as necessary, as to the following issue areas or thresholds within areas, as discussed below.

The Riverside Kaiser Permanente Medical Center campus (referred to as the Hospital Expansion Site), Off-Site Area 1, and Off-Site Area 2 are collectively referred to as the Project Site. The entitlement actions, construction and operation of the new facilities on the Hospital Expansion Site, street improvements, and the two off-site areas are hereinafter collectively referred as the "Project" as further described in Section 3 of this DEIR.

Aesthetics

- Have a substantial adverse effect on a scenic vista.
    - As determined in the Initial Study, the Project Site is located within an urbanized area that is completely surrounded by existing development. Due to the established surrounding areas, there are no visible scenic vistas in proximity to the Project Site. Due to the visibility of the Project from Magnolia Avenue, designated as a scenic boulevard in the General Plan 2025, it has been designed to be consistent with the existing buildings in height, scale, and size; as well, as the off-site areas have been designed to minimize views of vehicles from Magnolia Avenue, so the proposed Project would complement the existing visual setting of the urbanized area. Therefore, direct, indirect, and cumulative impacts to scenic vistas would be less than significant. (IS, p. 36.)

- Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.
    - The Initial Study determined that there are no state scenic highways within the City that could potentially be impacted by the proposed Project. There are also no rock outcroppings, historic trees, or historic buildings within view of this proposed Project. Therefore, impacts are expected to be less than significant. (IS, pp. 36-37.)

- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site the site and its surroundings? (Public views are those that are experienced from a publicly-accessible vantage point).If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.
    - According to the Initial Study, the proposed Project is within the La Sierra District of the Magnolia Avenue Specific Plan (MASP) and has been designed to be consistent and in compliance with the MASP. The Project would also comply with the development standards of the Zoning Code, which allows for the granting of Use Permits for hospitals and parking lots. This Project requires a modification of the original CUP for the Riverside Kaiser Permanente Medical Center for the Hospital Expansion Site, a MCUP for the parking lot proposed at Off-Site Area 1, which is located within a MU-V – Mixed-Use Village Zone, and a rezoning and MCUP for the parking lot proposed at Off-Site Area 2. With granting of the modification of the CUP for the Hospital Expansion, the MCUP for Off-Site Area 1, and the rezoning and MCUP for Off-Site Area 2, the proposed Project would be compatible with the surrounding zoning and land uses consisting of commercial, retail, recreation commercial, and mixed uses. Thus, implementation of the Project would have a less than significant impact on the visual character and quality of the area directly, indirectly, and cumulatively. (IS, p. 37.)

- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.
    - Based on the Initial Study, the proposed Project would incorporate additional exterior lighting for safety and security purposes. However, all light sources will be shielded away from streets and adjoining properties. Further, all light fixtures would be required to be consistent with CALGreen standards and the City of Riverside Zoning Code (Title 19) for illumination. Compliance with CALGreen standards, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, the Project would result in less than significant direct, indirect, and cumulative impacts. (IS, p. 38.)

Agriculture and Forestry Resources

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
    - The Initial Study found that the Project is located within an urbanized area and on land that is highly disturbed and/or paved. The area surrounding the Project Site is highly developed and urbanized with a variety of land uses such as commercial, single-family residential, and medium-high density residential. Since the surrounding areas do not support farmland, implementation of the proposed Project would not affect off-site farmland. Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use and no impacts would occur. (IS, pp. 38-39)

- Conflict with existing zoning for agricultural use, or a Williamson Act contract.
    - The Project Site is not zoned for agricultural use or under a Williamson Act contract. As mentioned in the Initial Study and Section 5.1.4 of this DEIR, the Hospital Expansion Site is zoned CR-SP – Commercial Retail and Specific Plan (Magnolia Avenue) Overlay and has a land use designation of MU-U – Mixed-Use Urban. Off-Site Area 1 is zoned MU-V-SP – Mixed-Use Village and Specific Plan (Magnolia Avenue) Overlay and has a land use designation of MU-V – Mixed-Use Village. Off-Site Area 2 is zoned R-1-7000-SP – Single Family Residential and Specific Plan (Magnolia Avenue) Overlay and CG-SP – Commercial General and Specific Plan (Magnolia Avenue) Overlay and has a land use designation of MU-V – Mixed-Use Village. The two Off-Site Areas do not contain farmland or an agriculture use. Therefore, the Project would not create a conflict with existing agricultural zoning, any existing agricultural use, or a Williamson Act contract. No impact would occur. (IS, p. 39.)

- Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).
    - The Initial Study found that the City of Riverside has no forestland that can support 10 percent native tree cover, nor does it have any timberland. Therefore, no impacts would occur from Project implementation. (IS, p. 39.)

- Result in the loss of forest land or conversion of forest land to non-forest use.
    - Based on the Initial Study there is no designated forestland on or adjacent to the Project Site. Therefore, the Project would not convert any such lands to non-forest uses. No impact would occur with regard to this issue. (IS, p. 39.)

- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.
    - The Initial Study determined that properties involved in the Project are identified in the California Farmland Conservancy as Urban and Built-Up Land and are not located within an agricultural use area and do not support designated farmland or forestland. As a result, the properties involved in the Project area will not result in a direct or indirect conversion of Farmland or forestland. Implementation of the Project would not result in changes in the environment that would result in the conversion of farmland to non-agricultural use or forestland to non-forest use. No impact would occur. (IS, p. 39.)

Air Quality

The environmental analysis for the proposed Project is based on the *Air Quality Technical Memorandum* (September 3, 2021) prepared by Michael Baker International, which is included as Appendix A.5.1 of this DEIR.

- Conflict with or obstruct implementation of the applicable air quality plan.
    - As discussed in the Initial Study, the Project is located within the South Coast Air Basin that is overseen by the South Coast Air Quality Management District in (SCAQMD) and is, therefore, required to conform to the rules and regulations set forth in the 2016 Air Quality Management Plan (AQMP) by demonstrating compliance with local land use plans and or population projections. The 2016 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions derived from 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) and Southern California Association of Government (SCAG) latest growth forecast. (IS, pp. 40-41.)

      Due to the proposed expansion of the Kaiser Permanente Riverside Medical Center, approximately 746 new medical support staff would be required. Therefore, based on average household size of 3.28 the Project would result in an indirect population increase of approximately 2,446 persons. This increase would account for three percent of the City's anticipated population increase and less than one percent of the City's total projected population for 2040. The anticipated 746 medical support staff would account for approximately one percent of the City's anticipated job increase by 2040. Therefore, the Project would not cause the General Plan buildout population or employment forecasts to be exceeded. Project consistency with the RTP/SCS, 2016 AQMP is considered by SCAQMD as having a less than significant cumulative impact. (IS, pp. 40-41.) No increase in employment or population is associated with development of the two off-site areas as those areas are intended to support the Hospital Expansion.

- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.
    - The proposed Project would require construction activities that would comply with the SCAQMD Rule 402, which requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site, and Rule 403, which requires that excessive fugitive dust emissions be controlled by regular watering or other dust prevention measures. The Project involves construction activities associated with demolition, grading, building construction, paving, and architectural coating applications. Demolition and construction would be accomplished with cranes, dozers, and other heavy equipment. Waste materials would be uploaded onto large trucks using small cranes, forklifts, and other construction equipment as needed and disposed of offsite. Based on the analysis in the *Air Quality Technical Memorandum*, the Initial Study determined the Project's construction emissions would not exceed SCAQMD thresholds for daily construction emissions. (IS, pp. 41-42.)

      The Project would also contribute long-term operational emissions from mobile sources such as motor vehicles and energy source emissions such as natural gas, electricity. The Initial Study concluded that operational emissions for both summer and winter would not exceed SCAQMND thresholds. (IS, pp. 42-43.)

      As noted in the Initial Study, existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating Project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. Therefore, the Project's less than significant increase in regional air pollution would have nominal or negligible impacts on human health. (IS, p. 43.)

      In conclusion, the Project would not exceed SCAQMD thresholds for construction and operational air emissions. Accordingly, less than significant impacts would also result with respect to adverse health effects of project emissions. Implementation of the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard and air quality impacts would be less than significant. (IS, pp. 41-44.)

- Expose sensitive receptors to substantial pollutant concentrations.
    - As found in the Initial Study, the nearest sensitive receptors are located north of the Hospital Expansion Site at the residential area as well as the nursing home. Non-residential receptors are located west of the Hospital Expansion Site in a commercial building. Sensitive receptors are located along the northern property

line adjacent to Off-Site Area 1, to the east and west of the property are commercial buildings. Off-Site Area 2 is surrounded by sensitive receptors to the east and west. SCAQMD uses local significance thresholds (LSTs), as guidance to determine project impacts. Construction emissions were calculated and determined not to exceed LST. Operational emissions that include mobile source emissions were also studied. It is anticipated that nominal truck trips will occur and are not expected to idle on-site for long periods of time. Therefore, lack of emissions would not contribute to long term LST. Carbon Monoxide Hotspots were also analyzed as part of the Initial Study. It was concluded that the City of Riverside would not experience a Carbon Monoxide hotspot at any intersection as a result of Project implementation. Based on the Project's emissions not exceeding SCAQMD's LST and the Project implementation not causing Carbon Monoxide hotspots, the Project would not create localized air quality health impacts. Therefore, the Project would not expose receptors to substantial pollutant concentrations. (IS, pp. 44-46.)

- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.
    - According to the Initial Study, construction activities may generate detectable odors. However, construction related odors would be intermittent and short term in nature and will cease upon project completion. Project construction is anticipated to occur over a time frame of approximately 58 months. Further the Project is required to comply with California Code of Regulations Title 13, Section 2449 (d) (3) ad 2485 which will also reduce the detectable odors from construction equipment. Therefore, the proposed Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people and impacts would be less than significant. (IS, pp. 46-47.)

Biological Resources

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
    - The Project Site is within an urbanized area that is surrounded by existing development. The Hospital Expansion Site has been fully developed and maintained. Off-Site Area 1 and 2 show signs of disturbed vegetation with generally flat undeveloped terrain that receives frequent weed abatement (i.e. chain flail mowing, disking). Thus, the Initial Study determined that the Project Site is completely disturbed and does not have habitat to support listed or sensitive species. The proposed Project's potential to adversely affect species identified as a candidate, sensitive, or special status species in local or regional policies/regulations would be less than significant. (IS, p. 48.)

- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.
    - According to the Initial Study the Project Site is disturbed and located in urbanized areas. No riparian habitat exists on the Project Site. Due to the existing development on the Hospital Expansion Site and prior disturbances at Off-Site Area 1 and Off-Site Area 2, intact vegetation communities are not present. As such, the land use type of the Project Site is classified as urban/developed, which is not considered to be a sensitive natural community. Therefore, the Project would not have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. Impacts would be less than significant. (IS, p. 48.)

- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
    - As noted in the Initial Study the Project is located within an urbanized area where no federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) exist on-site or within proximity to the Project Site. The Project Site does not contain any discernible drainage courses, inundated areas, wetland vegetation, or hydric soils and thus does not include US Army Corps of Engineers designated jurisdictional drainages or wetlands. Therefore, the proposed Project would have no impact to federally protected wetlands as defined by Section 404 of the Clean Water Act directly, indirectly, and cumulatively. (IS, p. 48.)

- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
    - According to the Initial Study the Project Site is located within an urban built-up area within the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP); however, it is not located in a criteria cell or a MSHCP linkage area intended to protect lands for wildlife movement. The Project Site has been previously disturbed therefore chances of that the Project would interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. (IS, pp. 48-49.) However, due to the Project having ornamental trees, on site mitigation measure **MM Bio-1** would minimize any impact tree removal may cause to migratory birds. (IS, pp. 48-49.)

MM Bio 1: Pursuant to the MBTA and Fish and Game Code, removal of any trees, shrubs, or any other potential nesting habitat should be conducted outside the avian nesting season.

The nesting season generally extends from February 1 through August 31, beginning as early as January 1 for raptor species, but can vary slightly from year to year based upon seasonal weather conditions. If ground disturbance and vegetation removal cannot occur outside of the nesting season (**September 1 through February 31**), a pre-construction clearance survey for nesting birds shall be conducted within three (3) days of the start of any ground-disturbing activities to ensure that no nesting birds will be disturbed during construction.

If the biologist finds an active nest on the Project Site and determines that the nest may be impacted, the biologist shall delineate an appropriate buffer zone around the nest. The size of the buffer shall be determined by the biologist and shall be based on the nesting species, its sensitivity to disturbance, expected types of disturbance, and location in relation to the construction activities. These buffers are typically 300 feet from the nests of non-listed species and 500 feet from the nests of raptors and listed species. Any active nests observed during the survey shall be mapped on an aerial photograph.

Only construction activities (if any) that have been approved by a Biological Monitor shall take place within the buffer zone until the nest is vacated. The biologist shall serve as a Construction Monitor when construction activities take place near active nest areas to ensure that no inadvertent impacts on these nests occur.

Results of the pre-construction survey and any subsequent monitoring shall be provided to the Property Owner/Developer and the City. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds.

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
    - Based on the Initial Study, the City of Riverside General Plan 2025 includes policies to ensure that future development would not conflict with any local policies or ordinances protecting biological resources. Therefore, since the Project is consistent with the Magnolia Avenue Specific Plan which adopted policies from and

is consistent with the General Plan 2025, the Project would not conflict with any local policies or ordinances protecting biological resources. (IS, p. 50.)

- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.
    - The Initial Study found that the Project Site falls within the boundaries of two Habitat Conservation Plans (HCPs): the Western Riverside Multiple Species Habitat Conversation Plan (MSHCP) and the Stephens Kangaroo Rat (SKR) HCP. The Project Site is not, however, located within a Criteria Cell of the MSHCP, which would require consideration of part or all of the Project Site to be set aside for conservation. The City is a Permittee to the MSHCP and, therefore, the Project must comply with Sections 6.1.2, 6.1.3, 6.14 and 6.3.2 of the MSHCP. As a result, Off-Site Area 2 is partially located in a burrowing owl survey area. However Off-Site Area 2 is surrounded by existing development. Additionally Off-Site Area 2 shows signs of being regularly mowed/disked. Therefore, Off-Site Area 2 does not support suitable burrowing owl habitat and would not conflict with Sections 6.1.2, 6.1.3, 6.14 and 6.3.2. Nevertheless, the Project will provide payment to the established Local Development Mitigation Fee (LDMF) adopted by the City Ordinance No. 6709 to ensure compliance with the MSHCP. Additionally, the Project lies outside of the SKR HCP Core Reserves; therefore, to be compliant the Project will pay the SKR preservation fee at the time of grading permits. Therefore, the Project would have a less than significant impact on the provisions of the MSHCP and SKRHCP. (IS, pp. 50-51.)

Cultural Resources

The environmental analysis for the proposed Project is based on the *Cultural Resources Inventory* (March 2021) prepared by ECORP Consulting, Inc, which is included as Appendix A.5.1 of this DEIR.

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines.
    - Based on the Initial Study the proposed Project does not involve the restoration, rehabilitation, alteration, or demolition of a historical resource as defined under Section 15064.5 (a) of the CEQA Guidelines. Archival research evaluated potential historic-period resources on the Project Site. However, the Project did not find any resources within the Project Site nor within a one-mile radius. Additionally, no resources were identified as listed as California Historical Landmarks. Due to the disturbed and developed nature of the Hospital Expansion Site and the previous ground disturbance that has taken place at Off-Site Area 1 and Off-Site Area 2, there is a low potential for historic-period resources to exist subsurface. As such, development of the Project Site as proposed would not cause a substantial adverse

change in the significance of a known historical resource pursuant to CEQA Guidelines Section 15064.5. (IS, pp. 51-53.)

Nevertheless, there is potential for unknown resources or properties to be present and Project construction activities may potentially impact unknown resources within the Project Site. Therefore, mitigation measures **MM Cult 1**, **MM Cult 2**, and **MM Cult 3** will be implemented to reduce potential impacts to unknown resources, resulting in the proposed Project having a less than significant impact with mitigation incorporated. (IS, pp. 51-53.)

MM Cult 1: Changes to Project Site Design. Prior to grading permit issuance, if there are any changes to Project Site design and/or proposed grades, the Applicant and the City shall contact consulting tribes to provide an electronic copy of the revised plans for review. Additional consultation shall occur between the City, developer/applicant, and consulting tribes to discuss any proposed changes and review any new impacts and/or potential avoidance/preservation of the cultural resources on the Project Site. The City and the developer/applicant shall make all attempts to avoid and/or preserve in place as many cultural and paleontological resources as possible that are located on the Project Site if the site design and/or proposed grades should be revised. In the event of inadvertent discoveries of archaeological resources, work shall temporarily halt until agreements are executed with consulting tribe, to provide tribal monitoring for ground disturbing activities.

MM Cult 2: Archaeological and Paleontological Monitoring. At least 30 days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities take place, the developer/applicant shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

1. The Project archaeologist, in consultation with consulting tribes, the Developer, and the City, shall develop an Archaeological Monitoring Plan to address the details, timing, and responsibility of all archaeological and cultural activities that will occur on the Project Site. Details in the plan shall include:

    a) Project grading and development scheduling;

    b) The development of a rotating or simultaneous schedule in coordination with the developer/applicant and the Project archaeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation, and ground-disturbing activities on the site, including the scheduling, safety

requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists;

c) The protocols and stipulations that the Applicant, tribes, and Project archaeologist/paleontologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits, or nonrenewable paleontological resources that shall be subject to a cultural resources evaluation;

d) Treatment and final disposition of any cultural and paleontological resources, sacred sites, and human remains if discovered on the Project Site; and

e) The scheduling and timing of the Cultural Sensitivity Training noted in mitigation measure **MM Cult 3.**

MM Cult 3: Cultural Sensitivity Training. The Secretary of Interior Standards County certified archaeologist and Native American monitors shall attend the pre-grading meeting with the developer/permit holder's contractors to provide Cultural Sensitivity Training for all construction personnel. This shall include the procedures to be followed during ground disturbance in sensitive areas and protocols that apply in the event that unanticipated resources are discovered. Only construction personnel who have received this training can conduct construction and disturbance activities in sensitive areas. A sign-in sheet for attendees of this training shall be included in the Archaeological Monitoring Plan.

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines.
    - According to the Initial Study the Project has a low potential to discover archeological resources. However, it is possible to discover unknown resources as a result mitigation measures **MM Cult 1**, **MM Cult 2**, **MM Cult 3** (identified above) will be implemented to reduce potential impacts to unknown resources. As a result, the proposed Project would result in a less than significant impact with mitigation incorporated. (IS, pp. 53-54.)

- Disturb any human remains, including those interred outside of formal cemeteries.
    - The Initial Study determined that no resources or known cemeteries are located on-site. However, it is possible to discover unknown resources. Therefore, the Project would comply with regulatory requirements for treatment of the Native American human remains contained in California Health and Safety Code Sections 7050.5 and 7052 and California Public Resource Code (PRC) Section 5097. These regulations

would require all work to halt if human remains are found and would require archaeologist and city to be contained to provide protection measures. Through compliance with existing regulations, impacts with regard to disturbing humans will be less than significant. (IS, p. 54.)

Energy

The environmental analysis for the proposed Project is based on the *Energy Calculations* prepared by Michael Baker International, which is included as Appendix A.5.1 of this DEIR.

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
    - The Initial Study focused on three energy sources: electricity, natural gas, and fuel for off-road equipment and vehicle trips associated with Project construction and operation.

      Construction related energy consumption would consist of fuel energy consumed by construction vehicles and equipment and bound energy in construction materials. Energy conservation would occur during construction through compliance with state requirements, US Environmental Protection Agency and CARB engine emission standards. In addition to reduction in energy inputs for construction material can be achieved by selecting green building materials. Therefore, it is not expected that fuel energy and construction materials consumed during construction would represent a significant demand on energy resources.

      Operation-related energy consumption would result from fuel, electricity, and natural gas. It was noted in the Initial Study that fuel consumption would increase due to the Hospital Expansion. However, members would no longer need to commute to different hospital facilities in the region to get medical care. This would decrease transportation energy demand as patients would have centralized care. The Project would be designed to meet or exceed Title 24, CALGreen code, and meet LEED Gold performance standards. By complying and meeting Title 24, CALGreen code and LEED Gold performance standards the Project could significantly reduce Project-related energy usage. Therefore, the Project's building energy usage would result in less than significant impact. (IS, pp. 54-57.)

- Conflict with or obstruct a state of local plan for renewable energy or energy efficiency.
    - According to the Initial Study, the City of Riverside General Plan identifies objectives and policies that increase energy efficiency and reduce energy consumption. Additionally, the City of Riverside provides a City's Riverside Restorative Growthprint which consists of the City's Economic Prosperity Action Plan and Climate Action Plan (CAP). As a result the Project will comply with the policies, regulations and actions outlined in the General Plan and City's Riverside Restorative

Growthprint. Therefore, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, (IS, p. 57.)

Geology and Soils

The environmental analysis for the proposed Project is based on two Geotechnical Investigation Reports prepared by Twining. *Geotechnical Investigation Report: Proposed Hospital Expansion* and *Geotechnical Investigation Report: Proposed Parking Structure*. These reports are included in Appendix A.5.1 of this DEIR.

- Directly or indirectly cause potential substantial adverse effects, including the rise of loss, injury, or death involving: i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; ii) strong seismic ground shaking; iii) seismic-related ground failure, including liquefaction; and/or iv) landslides.
    - As shown in the Initial Study the City of Riverside is not in an Alquist-Priolo zone, the closest active fault to the Project Site is the Elsinore fault zone. However, the Project Site does not contain any known fault lines. Therefore, the potential for rupture or seismic shaking is low. Additionally, the Project will comply with the California Building Code (CBC) which will reduce impacts related with ground shaking. The Project Site is located within a high liquefaction zone. The Initial Study found that groundwater was encountered at 57.5 feet at the Hospital Expansion Site. It was noted that the soil has low-density, non-plastic, and low plasticity alluvium layers that are susceptible to liquefaction. These results indicate that during strong earthquake events if liquefaction were to occur at the site, it would occur within localized zones at depths 20 feet or greater. Due to the lack of horizontally continuous liquefiable layers and the presence of 20 feet or more of overlying cohesive soils, the liquefaction hazard at the site is considered low. Since the Project Site is located in an urbanized setting with a generally flat topography the potential for earthquake induced landslides to occur at the site are considered low. (IS, pp. 57-59.)

- Result in substantial soil erosion or the loss of topsoil.
    - The Initial Study indicated that erosion and loss of topsoil could occur as a result of the Project. State and federal requirements call for the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) establishing erosion and sediment controls for construction activities. The Project must also comply with the National Pollutant Discharge Elimination System (NPDES) regulations. Additionally, the Project must comply with the Grading Code (Title 17) which is designed to minimize soil erosion. (IS, p. 59.)

- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
    - According to the Initial Study the Project Site is located in an urbanized area and the general topography of the Project Site is flat. The Project Site is not located in an area prone to landslides. Properties involved in the proposed improvements and adjacent properties are generally flat and have a low potential for landslides to occur. The Initial Study found that the Project's potential of liquefaction-induced lateral spread is considered remote because the site has low liquefaction potential, does not include manufacture slopes, and is not adjacent to existing slopes. Therefore, lateral spreading is not anticipated. Collapse occurs when unsaturated soil becomes wetted to the point that the overall settlement of the affected soil and overlying foundations or improvements cannot be supported. Conformance with City's Grading Code as well as the CBC would ensure collapse does not occur on-site. (IS, pp. 59-60.)

- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.
    - The Initial Study found that the risk for soil expansion is low. The soils located on the Project Site are not expansive. Therefore, the Project would not result in a new potential hazard or exacerbate an existing hazardous soil condition. (IS, p. 60.)

- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.
    - As mentioned in the Initial Study the proposed Project would be served by the City of Riverside sewer infrastructure. Therefore, the Project would not require the use of septic tanks or alternative wastewater disposal systems. (IS, p. 61.)

- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
    - The Initial Study determined that the Hospital Expansion Site is underlain by young (Holocene-aged) alluvial fan deposits which have the potential for younger sediments to overlie older Pleistocene sediments. These sediments have a high potential to contain paleontological resources. Based on the Project requiring grading and excavation, there is a potential for an inadvertent discovery of paleontological resources. Therefore, implementation of mitigation measure **MM Geo 1** would reduce potential impact to unique paleontological resources. (IS, pp. 61-62.)

        MM Geo 1: Should any paleontological resource(s) be accidentally discovered during construction, construction activities shall be moved to

other parts of the construction site and a qualified paleontologist shall be retained to determine the significance of the resource(s). If the find is determined to be a unique paleontological resource, as defined in Section 15064.5 of the State CEQA Guidelines, then a mitigation program shall be developed in accordance with the provisions of CEQA as well as the guidelines of the Society of Vertebrate Paleontology (2010).

The paleontologist (or designee(s)) shall wash any collected samples of sediments to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated at a repository with permanent retrievable storage to allow further research in the future (e.g., Western Science Center, Raymond Alf Museum, or the Natural History Museum of Los Angeles County). The cost of curation is assessed by the repository and is the responsibility of the landowner. If specimens are found, the qualified paleontologist shall prepare a report of findings, including an itemized inventory of recovered specimens, upon completion of all Project fieldwork. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Riverside Planning Division, shall signify completion of the program to mitigate impacts to paleontological resources. If the monitoring efforts produced fossils, then a copy of the report will also be submitted to the curation facility.

Greenhouse Gas Emissions

The environmental analysis for the proposed Project is based on the *Greenhouse Gas Emissions Technical Memorandum* (September 3, 2021) prepared by Michael Baker International, which is included as Appendix A.5.1of this DEIR.

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
    - Based on the analysis in the *Greenhouse Gas Emissions Technical Memorandum.* The Initial Study concluded that the proposed Project would result in direct and indirect emissions of CO_2, N_2O, and CH_4. A threshold for accessing impacts related to greenhouse gas (GHG) emissions has not been adopted by the City or any state/regional agency. Therefore, the Project must be consistent with statewide, regional and local plans adopted for the purpose of reducing GHG emissions. As a result the Project does not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses and impacts would be less than significant. (IS, pp. 62-63)

- Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases
    - Based on the analysis in the *Greenhouse Gas Emissions Technical Memorandum,* the Initial Study determined the Project is consistent with the 2017 Scoping Plan Update, the SCAG 2020-2045 RTP/SCS (known as *Connect SoCal*), the City's CAP, and General Plan 2025 goals and policies to reduce GHG emissions. As a result the Project characteristics render it consistent with statewide, regional and local climate change mandates, plans, policies, and recommendations. Therefore, the Project would not conflict with any applicable plan, policy, regulation or recommendation. (IS, pp. 63 64.)

Hazards and Hazardous Materials

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
    - Based on the Initial Study the proposed Project would include routine transport, use, and disposal of hazardous materials during construction and operations, specifically the disposal of medical waste. Project construction activities would occur in accordance with all applicable local standards adopted by the City of Riverside, as well as state and federal health and safety requirements intended to minimize hazardous materials risk to the public, such as Cal/OSHA requirements, the Hazardous Waste Control Act, the California Accidental Release Protection Program, and the California Health and Safety Code. Additionally, a Hazardous Material Business Emergency Plan has already been adopted and implemented for the existing operations on-site. The proposed Project will be required to amend the existing plan to cover the operations and maintenance activities proposed by the Project. Compliance with all applicable local, State and federal laws should ensure a less than significant impact from routine transport, use, or disposal of hazardous materials. (IS, pp. 64-65.)

- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
    - As determined in the Initial Study, the proposed Project would produce hazardous waste during construction and medical waste and other hazardous materials related to hospital operations. Adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and local laws and regulations. Project conformance with existing local, state, and federal regulations pertaining to the release of hazardous materials would ensure that potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of

hazardous materials into the environment would be low. Therefore, construction and operational impacts would be less than significant. (IS, pp. 65-66.)

- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school.
    - The Initial Study found the Project is located within a third of a mile to La Sierra High School. Although hazardous materials and or waste would be generated from the Project during construction and operation, the Project will be required to comply with the City's Fire Code and regulations established by the California Health and Safety Code Article 1 Chapter 6.95 for the Business Emergency Plan. As a result, the existing Kaiser Permanente Riverside Medical Center has already developed a Hazardous Material Business Emergency Plan. The Project would amend this existing plan to cover the operations and maintenance activities proposed by the plan. Given the distance to the nearest school and compliance with existing federal and state regulations, impacts associated with the exposure of schools to hazardous materials caused by this Project would be less than significant. (IS, p. 66.)

- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
    - The City of Riverside General Plan does not identify the Project Site (i.e., the Hospital Expansion Site, Off-Site Area 1, and Off-Site Area 2) as a known hazardous site. The GeoTracker database provided by the State Water Resource Control Board does not list the Project Site as a known hazardous materials site. A Hazardous Material Business Emergency Plan has been adopted by the existing Kaiser Permanente Riverside Medical Center. The Project will amend the existing plan and would not result in a significant impact. As the Project Site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the Project would not create a significant hazard to the public or the environment and there will be no impact in this regard. (IS, pp. 66-67.)

- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.
    - The Initial Study determined that the Project Site is not located within 2 miles of a private or public airport. The closest airport is the Riverside Municipal Airport, located approximately 3 miles north of the Project Site. The Project is not within the Riverside Municipal Airport Influence Area. The Project Site is not located in an airport land use plan area or compatibility zone. Therefore, the Project would have

no impact resulting in a safety hazard for people residing or working in the Project Site directly, indirectly, or cumulatively. (IS, p. 67.)

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
    - As mentioned in the Initial Study the Hospital Expansion component would require circulation at the Hospital Expansion Site to be altered. As a result, emergency vehicles will have a specified driveway and route at the Hospital Expansion Site. The Project would include improvements to adjacent streets that might result in temporary road closures. Implementation of the proposed Project will not interfere with evacuation or emergency response plans. Road access will be maintained or detours will be provided during Project construction. Further, construction activities occurring within the Project Site would comply with all conditions, including grading permit conditions regarding lay-down and fire access, and would not restrict access for emergency vehicles responding to incidents on the site or in the surrounding area. Additionally, the design of Project access and internal circulation routes, as well as the size and location of fire suppression facilities (e.g., hydrants and sprinklers), would be subject to City standards and conditions of approval. Therefore, implementation of the proposed Project would not impair or physically interfere with an emergency response plan or evacuation plan. Impacts would be less than significant. (IS, p. 68.)

- Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.
    - The Initial Study found that the Project Site is not identified in high fire severity zones. It was noted the Project Site is not within a moderate, high, or very high hazard rating area. As such, the Project Site and lands in the vicinity are generally not subject to the risk of wildfire. Therefore, impacts due to wildfires are considered less than significant. (IS, p. 68.)

Hydrology and Water Quality

The environmental analysis for the proposed Project is based on the *Preliminary Technical Drainage Report* and *Preliminary Project Specific Water Quality Management Plan* prepared by Michael Baker International and CO Architects respectively, these documents are included in Appendix A.5.1 of this DEIR.

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality
    - According to the Initial Study a storm drain network exists on the Hospital Expansion Site that collects most of the surface water. Runoff from the Hospital Expansion Site and Off-Site Area 1 and Off-Site Area 2 will be treated in bioretention basins at each of these locations before discharge into to existing storm drains. The

California Regional Water Quality Control Board – Santa Ana Region (RWQCB) provides regulatory oversight of water quality in the Groundwater Management Zones (GMZs). Potential threats to surface and ground water quality associated with the development of the parking lots at Off-Site Area 1 and Off-Site Area 2, and short-term grading and construction activities at the Hospital Expansion Site include discharges of construction-related sediment and hazardous materials (e.g., fuels). To ensure that the Project construction activities do not impair water quality of downstream receiving waters, and because the total land disturbance area is greater than 1 acre, the Applicant will obtain coverage under the statewide National Pollutant Discharge Elimination System (NPDES) permit for construction activities (i.e., Construction General Permit), which requires preparation of an effective Storm Water Pollution Prevention Plan (SWPPP) or SWPPs by a certified Qualified SWPPP Practitioner (QSP) and implemented on the Project Site by a certified Qualified SWPPP Developer (QSD), with annual reporting and monitoring requirements and enforcement by the RWQCB. Therefore, through compliance with the NPDES permit Project impacts to surface and ground water quality would be less than significant. (IS, pp. 69-70.)

As described in the Initial Study and Project Description, the Project is implementing five bioretention basins at the Hospital Expansion Site designed for treatment of post-Project storm water runoff generated at that site. The bioretention basins will treat storm water and additional runoff prior to discharge into the storm drain system. It was also noted that water quality infrastructure, specifically bioretention basins are proposed at each of the parking lots at Off-Site Area 1 and Off-Site Area 2. (IS, pp. 70-71.)

Therefore, through compliance with existing regulations and incorporation of bioretention basins and other water quality features, the Project would have a less than significant impact to surface and ground water quality. (IS, pp. 69-71.)

- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management in the basin.
    - Based on the analysis in the Initial Study, the Project does not use groundwater or support groundwater wells. The Project is serviced by Riverside Public Utilities (RPU). Due to the Hospital Expansion Site already being developed with impervious surfaces (i.e., the existing Kaiser Permanente Riverside Medical Center), the Project would most likely provide minimal ground water recharge. Even though the Project includes five bioretention basins at the Hospital Expansion Site and a bioretention basin at each of the off-site parking lots, groundwater recharge is expected to be minimal due to poor infiltration rates of the underlying soils. Therefore, Project impacts related to interfering with groundwater recharge or a groundwater

management plan is not anticipated, and impacts are less than significant. (IS, pp. 70-71.)

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner which would: i.) result in substantial erosion or siltation on- or off-site; ii.) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site; iii.) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; iv.) impede or redirect flood flows
    - According to the Initial Study, the Project would not alter the course of a stream or river because those features are not present on the Project Site. Drainage improvements at the Hospital Expansion Site have been designed to match existing drainage patterns and include five bioretention basins to treat runoff prior to discharge into the existing 60-inch diameter storm drain in Magnolia Avenue. Off-Site Area 1 and Off-Site Area 2 incorporate one bioretention basin at each site that will connect to existing storm drains. During construction the Project is required to implement best management practices (BMPs) as required by a SWPPP (or SWPPs) to ensure Project construction does not result in substantial erosion. Therefore, the proposed Project would not result in a change in drainage patterns that would cause substantial erosion or siltation on or off-site, nor substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off-site. Impacts would be less than significant. (IS, p. 71.)

      The Initial Study determined that improvements at the Hospital Expansion Site will provide storm drains sized to convey the proposed 100-year storm, 1-hour storm (flood) event. The bioretention basins will be sized to provide the required water quality volume and flows in excess of the water quality volume will bypass treatment and be conveyed in the outlet riser structures located in each basin. Thus, proposed condition flow rates would be the same or less than the existing condition and no storage facilities are required. Water quality infrastructure (bioretention basins) is also proposed as part of the parking lots to be constructed at Off-Site Area 1 and Off-Site Area 2. Therefore, through Project design, impacts in this regard are less than significant. (IS, p. 72.)

      As mentioned in the Initial Study the Project would not result in runoff volume that would exceed the capacity of existing storm drain systems. Further, the proposed storm drain pipelines will be sized to handle up to a 100-year storm flood event. With inclusion of bioretention basins at the Hospital Expansion Site, Off-Site Area 1, and Off-Site Area 2 to treat the required water quality volume, the Project will also not contribute additional pollutants to downstream waters. Therefore, through Project design and compliance with existing requirements for providing adequately sized storm drain systems, as well as existing regulations to address construction

and operational discharges of stormwater pollutants, Project impacts in this regard are less than significant. (IS, p. 72.)

The Hospital Expansion Site, is located in FEMA Flood Zone X with a 0.2 percent annual chance flood hazard. Off-Site Area 1 and Off-Site Area 2 are located within FEMA Flood Zone X, area of minimal flood hazard. The City of Riverside's Municipal Code does not include Flood Zone X as a Special Flood Hazard Area (SFHA), therefore it is not subject to the City's requirements pertaining to SFHA. Additionally, it has been noted in the Initial Study that the Project would not result in a substantial change to the overall drainage patterns. As a result, the Project would not alter the course of a stream or river resulting in a less than significant impact. (IS, pp. 72-73.)

- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
    - As previously discussed, the Project Site is located in Flood Zone X; however, since the City's Municipal Code does not include Flood Zone X as SFHA, the Project is not required to pay flood insurance. Because the Project Site contains bioretention basins to treat storm runoff prior to entering into the City's storm drain system, system, a pollutant release is not anticipated. Due to the Project's distance from large water bodies, reservoirs, or other artificial body of water, inundation from a seiche is unlikely. The Project Site is approximately 35 miles east of the Pacific Ocean; therefore, inundation due to tsunamis is unlikely. Therefore, less than significant impacts would occur. (IS, p. 73.)

- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.
    - The Initial Study found that the local water quality control plan (Basin Plan) outlines the regulatory programs of the Regional Water Quality Control Board (RWQCB), which address ground and surface water quality. The RWQCB requires NPDES permits, construction general permits, storm sewer system permit for post construction BMPs. The Project applicant would be required to prepare and implement a SWPPP during construction and provide the required post-construction storm water quality treatment, leading to no conflicts or obstructions with the Basin Plan. The Project is also consistent with the General Plan land uses; therefore, implementation of the Project should not conflict with the groundwater management plan or obstruct implementation or a water quality control plan. (IS, pp. 73-74.)

Land Use and Planning

- Physically divide an established community.
    - The Project Site is surrounded by highly developed urbanized areas. The surrounding areas consist of a variety of land uses such as commercial, single-family residential, and medium high density residential. Project construction includes improvements to the following existing roadways: Filmore Street, Park Sierra Avenue, Polk Street, Diana Avenue, and Park Sierra Drive. Improvements to existing roadways would have no impact on the physical arrangement of an established community. (IS, p. 74.)
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

    The Project is located within the La Sierra District of the adopted Magnolia Avenue Specific Plan (MASP). The Initial Study found that the Project would not cause a conflict with the policies or regulations of the General Plan 2025, Magnolia Avenue Specific Plan, and Zoning Code, adopted for the purpose of avoiding or mitigating an adverse environmental impact. Implementation of the Project does not require change to the existing City land use designations or zoning classifications for the Hospital Expansion Site and Off-Site Area 1.

    The recently approved Housing Element Update identified Off-Site Area 2 as Opportunity Site 11, and proposed to change the General Plan Land Use designation and zoning to MU-U – Mixed-Use Urban. Opportunity. Site 11 was removed from the Ordinance rezoning the various Opportunity Sites and, as a result, the MU-U Zoning was not applied to Off-Site Area 2. The existing land use designation for Off-Site Area 2 is MU-V – Mixed-Use Village, and the existing zoning is R-1-7000-SP – Single Family Residential and Specific Plan (Magnolia Avenue) Overlay Zones and CG-SP – Commercial General and Specific Plan (Magnolia Avenue) Overlay Zones. Because parking lots are not allowed in the R-1-7000 Zone, the Project Applicant has requested Off-Site Area 2 be rezoned to MU-V-SP – Mixed-Use Village and Specific Plan (Magnolia Avenue) Overlay Zones to be consistent with the site's General Plan Land Use designation and to permit development of a parking lot. Parking lots are permitted uses in the MU-V zone with the granting of a MCUP. Because the proposed rezoning of Off-Site Area 2 is for the explicit purpose of a parking lot and will be consistent with the underlying General Plan land use designation, with approval of the proposed change of zone and MCUP, the proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant. (IS, pp. 74-75.)

Mineral Resources

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
    - According to the Initial Study the Project is not located in a designated mining zone. The Project does not involve extraction of mineral resources. No mineral resources have been identified on the Project Site and there is no historical use of the site or surrounding area for mineral extraction purposes. Therefore, the Project is not anticipated to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. (IS, pp. 75-76.)

- Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.
    - The Initial Study found that the Project Site is not located in a designated mining zone. Therefore, no known mineral resources of local or state importance are located on lands associated with the proposed Project. The proposed Project is consistent with the General Plan 2025 and MASP. Therefore, no impact would occur. (IS, pp. 75-76.)

Noise

The environmental analysis for the proposed Project is based on the *Noise and Groundborne Vibration Technical Memorandum* (December 14, 2021) prepared by Michael Baker International, which is included as Appendix A.5.1 of this DEIR.

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
    - Noise in the City is regulated by the Municipal Code Title 7, Noise Control, which identifies standards, specific noise restrictions, exemptions, and variances for noise sources in the City. It was noted that temporary Project construction would not be confined to one area and that Project construction noise is not expected to exceed measured maximum ambient noise levels in the Project area. The Initial Study calculated the increased mobile noise that would result from Project. As a result, the discrepancy between existing traffic noise and existing traffic noise with forecasted Project traffic noise would be an increase of 0.1 dBA. A perceptible increase in traffic noise levels is defined by a noise increase greater than 3.0 dBA. As the Project would not cause a perceptible increase in traffic noise levels, the proposed Project would not significantly increase noise levels along the roadway segments analyzed. (IS, pp. 78-79.)

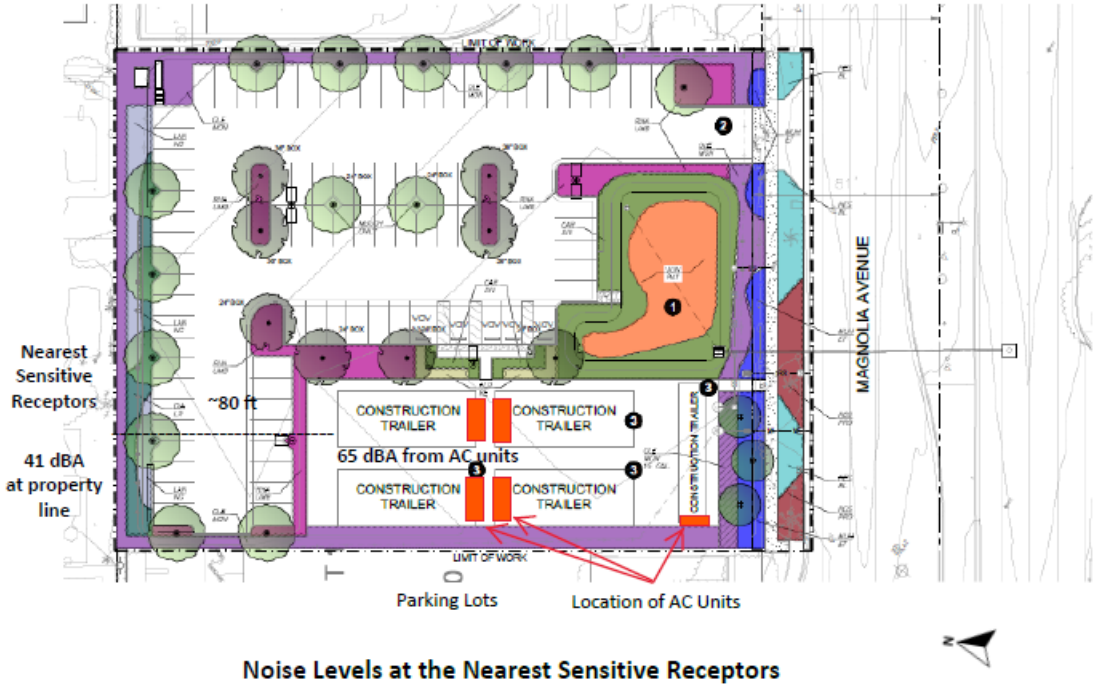
      The Initial Study analyzed anticipated mechanical equipment noise that would be generated by the proposed Project. It was determined that the proposed placement

of mechanical equipment would reduce sound levels at the closest sensitive receptor. As a result, noise levels at sensitive receptors would not exceed City residential land use exterior noise level standard. The Project includes an emergency generator that would only be used sporadically during emergencies. Generators are not considered a "long term" noise impact. (IS, pp. 79-80.)

The proposed parking structure and surface parking area at the Hospital Expansion Site are not located within 1,000 feet of sensitive receptors. Therefore, noise levels resulting from parking lots would not have a significant impact to sensitive receptors. It was noted that surface parking areas were not adding any additional parking spaces near sensitive receptors. Therefore, noise from parking lots at the Hospital Expansion Site would not be different from the existing conditions, and Project-generated parking lot noise levels at the Hospital Expansion Site would not introduce a new source of noise when compared to existing conditions. (IS, pp. 76-80.)

Off-Site Area 1 and Off-Site Area 2 are located adjacent to residential uses, which are considered sensitive receptors. It is important to note that the Off-Site Area 1 will be used for construction employee parking and construction trailer parking for approximately 36 months, and Off-Site Area 2 will be used by Kaiser Permanente Medical Center employees for 18 months. Off-Site Area 1 is proposed to be developed with an approximately 87 stall parking lot, a bioretention basin, and contain five construction trailers as shown on **Figure 3-9A – Off-Site Area 1 Site Plan**. Noise will be produced at Off-Site Area 1 from air conditioning units on the construction trailers and the parking lot.

According to the *Noise and Groundborne Vibration Technical Memorandum,* air conditioning units typically generated noise levels of up to 65 dBA at 5 feet from the source. The closest sensitive receptors near Off-Site Area 1 are single-family residences located 80 feet west from the nearest construction trailer as shown below on figure named **Noise Levels at the Nearest Sensitive Receptors from the Temporary AC Units**.



Noise Levels at the Nearest Sensitive Receptors from the Temporary AC Units

At this distance, noise levels from the air conditioning units would be approximately 41 dBA. Therefore, noise levels from air conditioning units would be much lower than the current ambient noise level of 51.5 dBA, and would not exceed the City's residential land use exterior noise level standards of 55 dBA CNEL for daytime and 45 dBA CNEL for nighttime. Additionally, Off-Site Area 1 will be used by construction staff which will primarily occur during normal work hours (7 AM to 5 PM) established by the City's Municipal Code. Therefore, the air conditioning units are not anticipated to emit noise during the nighttime and are not expect to emit noise greater than the ambient noise levels, avoiding any impacts to the single family residences. (*Noise and Groundborne Vibration Technical Memorandum, p. 21.)*

Additionally, according to the U.S. Environmental Protection Agency, typical buildings in warm climate could provide 24 dBA exterior to interior noise reduction with windows closed. Therefore, air conditioning unit noise level would be reduced to 17 dBA, which would not exceed the City's residential land use interior noise level standards of 45 dBA CNEL for daytime and 35 dBA CNEL for nighttime. Thus, noise impacts of air conditioning units associated with off-site construction trailers would be less than significant. (*Noise and Groundborne Vibration Technical Memorandum, p. 21.)*

Parking lot noise is generated by car doors slamming, cars starting, and cars idling. As discussed in the *Noise and Groundborne Vibration Technical Memorandum,* parking lot activities can result in instantaneous noise levels of up to 61 dBA at a distance of 50 feet. It is noted that parking lot noise are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower than 61 dBA.

The southernmost parking stalls at Off-Site Area 1 will be approximately 15 feet north from the southern lot line of Off-Site Area 1 and the rear lot lines of the residential lots. There is solid block wall along the lot line between Off-Site Area 1 and the residential lots. Based on a distance of 15 feet, noise at the Off-Site Area 1 lot line would be approximately 71 dBA. Assuming the block wall provides 8 dBA of shielding, the noise level at the rear lot lines of the residences adjacent to Off-Site Area 1 would be approximately 63 dBA. Since parking lot noise are instantaneous noise levels compared to the City's noise standards which are in CNEL and averaged over a 24-hour period,[1] the actual noise levels from parking lot activities would be much lower than 63 dBA and are not expected to exceed the City's residential noise standards.

Off-Site Area 2 is proposed to be developed with an approximately 516 stall parking lot and a bioretention basin as shown on **Figure 3-11A – Off-Site Area 2 Site Plan**. Noise will be produced at Off-Site Area 2 from the parking lot. There are residential units east and west of Off-Site Area 2. The distance between the parking stalls on the eastern portion of Off-Site Area 2 and the eastern edge of Fillmore Street (as shown on **Figure 3-11 A**) is approximately 69 feet. Based on the reference parking lot noise level of 61 dBA at 50 feet, parking lot noise at the eastern edge of Fillmore Street would be approximately 58 dBA. There is a block wall along the east side of Fillmore Avenue between Off-Site Area 2 and the residential lot line. Assuming the block wall provides 8 dBA of shielding, the noise level at the residential lot line east of Off-Site Area 2 would be a maximum of 50 dBA. The western most parking stalls are located 15 feet east of the Off-Site Area 2 lot line. Based on a distance of 15 feet, noise at the Off-Site Area 2 lot line would be approximately 71 dBA. Assuming the block wall provides 8 dBA of shielding, the noise level west of the block wall would be approximately 63 dBA. Since parking lot noise are instantaneous noise levels compared to the City's noise standards, which are in CNEL and averaged over a 24-hour period,[2] the actual noise levels from parking lot activities would be

[1] *Noise and Groundborne Vibration Technical Memorandum, pp. 24-25.*

[2] *Noise and Groundborne Vibration Technical Memorandum, pp. 24-25.*

much lower than 63 dBA and are not expected to exceed the City's residential noise standards.

For the reasons set forth in the preceding paragraphs, Project impacts regarding a substantial increase in ambient noise levels in excess of City standards would be less than significant.

- Generation of excessive groundborne vibration or groundborne noise levels.
  - The Initial Study identified a commercial building 170 feet west of the Hospital Expansion Site as vibration sensitive land. Data from the Federal Transit Administration was used to determine thresholds for building damage and data from Caltrans was used to determine thresholds for human annoyance. It was concluded that vibration velocities resulting from construction activities at 170 feet would not exceed thresholds. It was also noted that operational vibrations would consists of occasional truck deliveries and trash-pick up. These operations would be similar to existing conditions and would not be substantial. Therefore, because Project-generated groundborne vibration would not be perceptible or felt at surrounding uses, impacts would be less than significant. (IS, pp. 80-82.)

- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.
  - The closest airport to the Project Site is the Riverside Municipal Airport, located approximately three (3) miles north. The Project Site is not within the Riverside Municipal Airport Influence Area where aircraft noise levels are a concern. Thus, the proposed Project would not expose people residing or working in the area to excessive noise levels, and no impacts would occur. (IS, p. 83.)

Population and Housing

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
  - The Initial Study reported that expanding capacity at the hospital and increasing the availability of medical services would require an increase in medical support staff. It is anticipated that approximately 746 full-time employees would be needed. It is assumed that the majority of the new employees would be sourced from the City of Riverside or surrounding communities. However, it is possible that some employees would move to the City. The Initial Study found that the implementation of the proposed Project would only represent 3 percent of the total anticipated population growth for Riverside and 1 percent of the City's anticipated jobs increase by 2040,

and less than 1/2 percent of the City's total projected 2040 employment. As such, it is not reasonably foreseeable that the Project would cause the General Plan buildout population or employment forecasts to be exceeded. While the proposed Project would expand capacity at the Kaiser Permanente Riverside Medical Center and increase the availability of medical services, the proposed Project is not anticipated to induce substantial unplanned population growth either directly (i.e., by proposing construction of new homes or businesses) or indirectly (i.e., through extension of roads or other infrastructure), as the Project is intended to serve existing and planned future needs of the community. No new residential uses or expansion of utilities are proposed that would contribute to new unplanned growth. Therefore, impacts in this regard are considered to be less than significant. (IS, pp. 83-84.)

- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.
    - The Initial Study demonstrated that the Project would not displace housing. The Project is limited to the construction of multiple hospital buildings and a parking structure on land that currently supports existing hospital operations. Two off-site parking lots are proposed on vacant land. Site improvements would occur within existing roadway rights-of-way or on land owned by Kaiser Permanente and would not affect any existing people or housing. Therefore, no impact would occur. (IS, p. 84.)

Public Services

- Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection; police protection; schools; parks; and/or other public facilities.
    - As mentioned in the Initial Study, fire protection services for the Project area are provided by the Riverside County Fire Department. The nearest fire station to the Project Site (Station No. 12) is located approximately 0.5 miles to the southeast at 10692 Indiana Avenue in the City of Riverside. The Project would be designed and operated in compliance with applicable federal, State, and local worker safety and fire protection codes and regulations to minimize the potential for occurrence of fire. Project construction activities would be short term and due to the nature of the proposed improvements, would not substantially increase the risk of fire or the need for fire protection services. The Project would comply with existing codes, standards, and General Plan 2025 policies. The Project's final development plan would also be reviewed and approved by the City's Fire Prevention Bureau. (IS, pp. 84-85.)

Police protection services for the City are provided by the Riverside Police Department (RPD). The nearest police station to the Project Site is located approximately 0.3 miles to the northeast at 10540 Magnolia Avenue. While an incremental increase in law enforcement calls to the Project Site may occur, such calls would be consistent to the types of calls RPD responds to at the existing hospital. Implementation of the Project would not degrade the RPD's performance to the point that a new facility or expansion of an existing facility would be needed. (IS, p. 85.)

The proposed Project is located within the Riverside Unified School District (RUSD) and borders Alvord Unified School District (AUSD). Although the Project is a nonresidential use that would not involve the addition of any housing units that would increase numbers of school-aged children, the proposed Project may result in an incremental increase in the City's population due to new employees moving to the City. In addition, the Project will pay school mitigation fees to affected school districts as required by Proposition 1A and Senate Bill 50, codified in California Government Code Sections 65995.5–65995.7 and 66000 et seq. For CEQA purposes, pursuant to State law, payment of these associated fees reduces school facilities impacts to a less than significant level. (IS, pp.85-86.)

Based on the Initial Study, the Project does not involve the addition of any housing units that would increase numbers of school-aged children, the proposed Project may result in an incremental increase in the City's population due to new employees moving to the City. However, the proposed Project's anticipated population contribution to the City is consistent with what was analyzed in the 2025 General Plan; as such, potential impacts of the population growth from the proposed Project has already been considered in potential impacts to the other public facilities within the City. Therefore, there would be a less than significant impact on the demand for additional park facilities or services. (IS, p. 86.)

The Initial Study determined that the proposed expansion of the Kaiser Permanente Riverside Medical Center would intensify available hospital services in the area. The proposed Project may result in an incremental increase in the City's population due to new employees moving to the City. However, the proposed Project's anticipated population contribution to the City is consistent with what was planned in the General Plan 2025 EIR; as such, potential impacts to other public facilities due to population growth from the proposed Project has already been considered and analyzed. Therefore, less than significant impacts would occur on the demand for additional public facilities or services. (IS, p. 86.)

Recreation

- Would the project Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
    - According to the Initial Study the Project does not involve the addition of any housing units that would increase numbers of recreation facility users . The proposed Project may result in an incremental increase in the City's population due to new employees moving to the City. However, the proposed Project's anticipated population contribution to the City is consistent with what was analyzed in the 2025 General Plan; as such, potential impacts of the population growth from the proposed Project has already been considered in potential impacts to the other public facilities within the City. Therefore, the proposed improvements would not result in the need for new or expanded parks or park facilities. (IS, pp. 86-87.)

- Does the project Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.
    - Based on the Initial Study, Project implementation does not include new recreational facilities, nor would it require the construction or expansion of recreational facilities, due to the nature of the proposed Project. Impacts would be less than significant. (IS, p. 87.)

Transportation

- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
    - According to the Initial Study, the Project Site is not located within 2 miles of a private or public airport. The nearest airport is the Riverside Municipal Airport, which is located approximately 3 miles northeast. The Project Site is not located in an airport land use plan area or compatibility zone. Further, the proposed Project does not include any operations that would result in a change to air traffic. Therefore, the Project would have no impact resulting in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. (IS, p. 88.)

- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
    - As discussed in the Initial Study and Project Description, the Hospital Expansion Site is accessed through five existing driveways. There are two full-access driveways off of Park Sierra Drive, two full-access driveways from Polk Street, and one right-in and right-out driveway off of Magnolia Avenue. An additional right-in and right-out driveway off of Magnolia Avenue would be constructed for use by

emergency vehicles only. Off-Site Area 1 will use one-full access pre-existing driveway on Magnolia Avenue. Off-Site Area 2 will use one-full access driveway off on Filmore on Fillmore Street towards the southern portion of the property

The proposed Project is required to comply with the City's development review process including review for compliance with all applicable fire code requirements for construction and access to the site. Project access does not include new travel lanes and has been designed in conformance with the City's engineering and fire department standards. As a result, the Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. Therefore, impacts would be less than significant. (IS, p. 88.)

- Result in inadequate emergency access.
    - As mentioned in the Initial Study the Hospital Expansion Site is accessed through five existing driveways. There are two full-access driveways off of Park Sierra Drive, two full-access driveways from Polk Street, and one right-in and right-out driveway off of Magnolia Avenue. Additionally, adequate access will be provided on the two off-site locations. All Project access improvements have been designed in conformance with City engineering and fire department standards for emergency access and circulation. The proposed Project would not alter any established emergency vehicle routes or otherwise interfere with emergency access. In the event any Project-related construction or other activities will require work within City rights-of-way or a lane closure, an encroachment permit and traffic control plan will be required to ensure that adequate access and circulation is maintained on all surrounding streets during the Project construction phase. The Project would not result in inadequate emergency access. Impacts would be less than significant. (IS, p. 89.)

Utilities and System Services

The environmental analysis for the proposed Project is based on the *Sewer Study Report* (July 12, 2021) prepared by Michael Baker International, which is included as Appendix A.5.1 of DEIR.

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
    - As mentioned in the Initial Study, the Project will receive public water service by Riverside Public Utilities (RPU) and wastewater treatment by the City of Riverside Water Quality Control Plant. The Project will connect to existing storm drains on site. The proposed Project would maintain existing on-site drainage patterns and be

designed to utilize LID bioretention and biotreatment BMPs and landscaping features to redirect, capture, and treat surface runoff from new development prior to entering the existing storm drain system. The RPU will continue to provide electrical services to the Hospital Expansion Site. The Hospital Expansion site would also connect to existing telecommunication services on-site. The Hospital Expansion would connect to existing utility services located on site and in adjacent streets, these services have sufficient capacity to serve the Project without requiring reconstruction or expansion of facilities. Therefore, the Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities resulting in significant environmental effects. (IS, pp. 91-92.)

- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.
    - Water service to the Hospital Expansion Site, Off-Site Area 1, and Off-Site Area 2 would be provided by Riverside Public Utilities (RPU). The RPU's 2020 Urban Water Management Plan (UWMP), which was adopted on July 1, 2021, estimated water supply and demand during normal, dry, and multiple-dry years. Based on water projections estimated in the UWMP, RPU would have adequate water supply to serve the Project during normal, dry and multiple dry years. Therefore, this Project was found to have a less than significant impact on water supplies. (IS, pp. 92-93.)

- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
    - The Initial Study determined that the proposed Project would produce approximately 41,638 gallons per day (gpd) of wastewater which would not exceed permissible limits of downstream wastewater infrastructure. According to the *Sewer Study Report*, that was approved by the City's Public Works Department, these flow values do not meet or exceed the 250,000 gpd limit for 8-inch diameter sewer pipes. As part of the Initial Study, the Master Plan for the Wastewater Collection and Treatment Facilities was reviewed, and it was determined the City's Regional Water Quality Control Plant would have the capacity to generate a total flow of 46 million gallons per day (mgd). Projections made anticipate that buildout in year 2032 could generate 29 mgd which would not exceed the City's Regional Water Quality Control Plant capacity. Therefore, the City's Public Works Department (the wastewater treatment provider) would have adequate capacity to serve the Project's projected demand in addition to the existing commitments. Impacts would be less than significant. (IS, p. 93.)

- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals.

- The Initial Study reviewed potential solid waste generation due to Project construction and operation of the proposed Kaiser Permanente Riverside Medical Center expansion. It was determined that solid waste produced during Project construction will be disposed of at a licensed off-site landfill or at a recycling facility as appropriate. Solid waste and medical waste produced during Project operation, would be collected by Burrtec and Stericycle, respectively. Solid waste would be disposed of at one of the three landfills that serve the area. It was concluded in the Initial Study that the Project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure. Therefore, Project implementation would result in less than significant impact. (IS, p. 94.)

- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.
  - Based on the Initial Study, California cities and counties are required to achieve waste diversion goals. The Project must comply with the City's waste disposal and CALGreen requirements. Therefore, compliance with City waste disposal and CALGreen would ensure compliance with federal, state and local management and reduction statues. Thus impacts regarding compliance solid waste regulations would be less than significant. (IS, p. 95.)

Wildfire

- Substantially impair and adopted emergency response plan or emergency evacuation plan.
  - According to the Initial Study the Project Site has not been identified as being in a very high fire hazard severity zone. The City of Riverside has a Local Hazard Mitigation Plan (LHMP) that provides a uniform approach during emergency evacuation. However, activities associated with the Project would not impede the free movement of emergency response vehicles. Indirect population growth resulting from the Project is not determined to affect evacuation of emergency services due to anticipated growth projections in the City's General Plan 2025. Therefore, the impacts due to wildfires are considered less than significant. (IS, pp. 95-96.)

- Due to slope, prevailing winds and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
  - The Initial Study stated that the Project Site is generally flat and no steep slopes are located on or adjacent to the affected lands that would exacerbate wildfire risk. No other natural features are present on the Project Site that would exacerbate wildfire risks. Additionally, the Project is not within a very high fire hazard severity zone. It was noted that construction, operation and maintenance activities could potentially

provide ignition sources. However, the Hospital Expansion Site is currently a developed Medical Center and ignition sources form operational and maintenance activities would be similar to existing conditions. Moreover, the Project will comply with federal, state and local safety measures as well as fire protection codes and regulations. Therefore, the Project would not, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. (IS, p. 96.)

- Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
    - As noted in the Initial Study, the Project Site is fully served by existing roads and utilities, and as such will not need to construct any new roads, fuel breaks, power lines or other utilities. Therefore, the Project would not have an impact. (IS, p. 97.)
- Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.
    - The Initial Study determined that lands surrounding the Project Site are relatively flat and largely developed and therefore pose a low to nonexistent risk of downslope or downstream flooding landslide hazards. Thus, no impacts will occur in this regard. (IS, p. 97.)

5 ENVIRONMENTAL IMPACT ANALYSIS

The purpose of this DEIR is to evaluate the potential environmental effects of the proposed Project. The City circulated the Project's Notice of Preparation (NOP) for public review and comment from September 15, 2021, to October 15, 2021. The NOP was transmitted to the State Clearinghouse, responsible agencies, and other interested parties on the City's distribution list to solicit issues and concerns related to the Project. The NOP and comment letters are contained in Appendix A of this DEIR.

Sections 5.1 and 5.2 of the DEIR, examine the potential environmental impacts associated with implementation of the proposed Project and focuses on the following issues:

- Transportation/Traffic
- Tribal Cultural Resources

Technical Studies

Technical studies in the areas of cultural resources and vehicle miles traveled were prepared providing detailed technical analyses that were used in this DEIR. These documents are identified in the discussion for the individual environmental issue, and included as technical appendices on a CD attached to the DEIR.

Analysis Format

The DEIR assesses how the proposed Project would impact the issue areas identified above. Each environmental issue addressed in this DEIR is presented in terms of the following subsections:

- **Setting:** Provides information describing the existing setting on or surrounding the Project site which may be subject to change as a result of the implementation of the Project. This setting describes the conditions that existed when the NOP was sent to the State Clearinghouse, responsible agencies, and other interested parties.
- **Related Regulations:** Provides a discussion of the applicable regulations with respect to each environmental issue.
- **Thresholds of Significance:** Provides criteria for determining the significance of Project impacts for each environmental issue.
- **Project Design Features:** Provides a discussion of the Project design features with respect to each environmental issue that could reduce impacts.
- **Environmental Impacts before Mitigation:** Provides a discussion of the characteristics of the proposed Project that may have an effect on the environment; analyzes the nature and extent to which the proposed Project is expected to change the existing environment, and whether or not the Project impacts meet or exceed the levels of significance thresholds.

- **Proposed Mitigation Measures:** Identifies mitigation measures to reduce significant adverse impacts to the extent feasible.
- **Environmental Impacts After Mitigation Measures are Implemented:** Provides a discussion of significant adverse environmental impacts that cannot be feasibly mitigated or avoided, significant adverse environmental impacts that can be feasibly mitigated or avoided, adverse environmental impacts that are not significant, and beneficial impacts.

5.1 Transportation

Based on Appendix G of the CEQA Guidelines, this section describes the existing transportation and traffic conditions and potential effects from Project implementation on conflicts with circulation system programs, plans, ordinances, or policies, policies and vehicle miles traveled (VMT).

Portions of the following discussion includes a summary of the *Vehicle Miles Traveled Analysis for the Kaiser Permanente Riverside Medical Center Expansion* prepared by LSA Associates, October 2021, which is included as Appendix B to this DEIR.

5.1.1 Setting

The Kaiser Permanente Riverside Medical Center Hospital is currently deficient in hospital capacity. Currently, patients drive to regional Kaiser facilities to avail themselves of services due to capacity issues or unavailability of required services at the Riverside facility. Patients travel to the Fontana Medical Center, Orange County Anaheim Medical Center, Ontario Medical Center, and Moreno Valley Medical Center to access different medical services such as Emergency Department (ED), Operating Rooms (OR), Inpatient Facility (IP), Intensive Care Unit (ICU), and Neonatal Intensive Care Unit (NICU). **(**See **Figure 5.1-1– Regional Kaiser Locations**.)

The Project area is surrounded by existing commercial businesses to the north; health care and residential uses to the east, recreation and commercial uses to the south; and commercial and health care uses to the west. The roadways near the Project Site have been constructed to their ultimate width and include sidewalks, bicycle lanes, and have access to transit facilities. The frontage of the two proposed off-site parking lots, Off-Site Area 1 located directly across of the Hospital Expansion Site and Off-Site Area 2 located at the intersection of Magnolia Avenue/Fillmore Street, do not currently have sidewalks. Off-Site Area 1 is a vacant lot located north of the Hospital Expansion site (see **Figure 3-4 – Proposed Off-Site Areas**). Off-Site Area 1 has one entrance on Magnolia Avenue at the southeast corner of the site. Off-Site Area 2 is a vacant lot that has been heavily disturbed with remnants of an old concrete pad on the southeast portion of that site (see **Figure 3-4**). There are two paved driveways on Fillmore Street in proximity to the concrete pad.

The Hospital Expansion Site (see **Figure 3-2 – Existing Kaiser Permanente Riverside Medical Center Site Plan**) is accessed through five existing driveways. There are two full-access driveways off of Park Sierra Drive, two full-access driveways from Polk Street, and one right-in and right-out driveway off of Magnolia Avenue. The northern entrance on Polk Street serves as the primary route for staff, service, patient, and ambulance traffic.



SOURCE: ESRI STREETMAP, 2013; GOOGLE EARTH, 2019.

SCALE: NOT TO SCALE

ALBERT A. WEBB ASSOCIATES

FIGURE 5.1-1 REGIONAL KAISER FACILITES

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION

Existing Roadway System

The existing street system in the Project area consists of roadways designated in the *City of Riverside General Plan 2025* (GP 2025), Circulation and Community Mobility Element (Figure CCM-4 Master Plan of Roadways) as Special Boulevards, Arterial Streets, Collector Streets, and Local Streets. For streets within the *La Sierra District of the Magnolia Avenue Specific Plan* area, the Specific Plan Circulation Plan governs with regard to street standards. Arterial Streets provide sub-regional and local access circulation opportunities, and the Collector Streets provide connecting access from Arterial Streets with Local Streets (GP 2025, p. CCM-10). The Project area street system generally provides two- to four-lanes of travel, and on-street parking is both discouraged and prohibited in most of the area. The State Route 91 (SR-91) freeway is in close proximity to the Hospital Expansion Site approximately one quarter mile south as shown in **Figure 3-1 – Vicinity Map**.

The following is a brief description of roadways within the vicinity of the Hospital Expansion Site (LSA-B, pp. 15-17):

- **Fillmore Street** is designated as a 2-lane undivided roadway in the Project area between Magnolia Avenue and north of SR-91. Fillmore Street does not have a designation in the GP 2025 Circulation and Community Mobility Element. Although there is provision for on-street parking on both sides of this segment, there are no bike facilities along either direction of this segment.

- **Golden Avenue** is designated as a 66-foot collector between Rancho Del Oro Drive and Magnolia Avenue. Golden Avenue is a 2-lane undivided collector. Along with provision for on-street parking on both sides of this segments, this street also provides bike lanes along both directions of this segment.

- **La Sierra Avenue** is designated as a 6-lane divided Arterial with a raised median between Magnolia Avenue and Montlake Drive-Diana Avenue and the SR-91 Eastbound Ramps. La Sierra Avenue is designated as a 110-foot Arterial in the GP 2025 Circulation and Community Mobility Element. There are bike lanes along both directions of these segments; however, there is no provision for on-street parking on either side of these segments.

- **Skofstad Street** has no roadway designation. Between Cochran Avenue and Magnolia Avenue, is a two-lane, undivided road, between Cochran Avenue and Magnolia Avenue. There are no bike facilities along either direction of this segment; however, there is provision for on-street parking on both sides of this segment**.**

- **Park Sierra Drive** is designated as a local roadway. Between Magnolia Avenue and Diana Avenue, Park Sierra Drive is a two-lane, divided road with a two way-left-turn lane (TWLTL) median. There are no bike facilities along either direction of this segment. There is also no provision for on-street parking on either side of this segment.

- **Polk Street** is designated as a local roadway. Between Magnolia Avenue and Kaiser Driveway 5, Polk Street is a three-lane, divided road with a TWLTL median. Between Kaiser Driveway 5 and White Oak Drive, Polk Street is a two-lane, undivided road with a TWLTL median, whereas between White Oak Drive and Diana Avenue, it is a two-lane undivided road. Polk Street has no designation in the GP 2025 Circulation and Community Mobility Element. There are no bike facilities along either direction of these segments. There is provision for on-street parking only on the east side of these segments.

- **Nye Avenue** is a designated as a local roadway. Between Magnolia Avenue and White Oak Drive, Nye Avenue is an undivided two lane, Nye Street has no designation in the GP 2025 Circulation and Community Mobility Element. There are no bike facilities along this segment. There is provision for on-street parking on the east and west side of this segment**.**

- **Banbury Drive** is designated as a local roadway. Banbury Drive is a two-lane, undivided road, between Magnolia Avenue and Diana Avenue. There are no bike facilities along either direction of this segment. However, there is provision for on-street parking on both sides of this segment.

- **Tyler Street** is designated as a 110-foot Arterial between Hole Avenue and Magnolia Avenue and as a 120-foot Arterial between Magnolia Avenue and the SR-91 Westbound Ramps. Between Hole Avenue and Magnolia Avenue, Tyler Street is a six-lane divided Arterial with a TWLTL median between Hole Avenue and the Michael's Plaza Driveway and a raised median between the Michael's Plaza Driveway and Magnolia Avenue. Between Magnolia Avenue and Hemet Street, Tyler Street is a seven-lane divided arterial with a raised median. However, between Hemet Street and the SR-91 Westbound Ramps, Tyler Street is an eight-lane divided Arterial with a raised median. There are no bike facilities along either direction of these segments. There is also no provision for on-street parking on either side of these segments.

- **Hole Avenue** is designated as an 88-foot Arterial. Between Tyler Street and Magnolia Avenue, Hole Avenue is a four-lane, divided Arterial with a TWLTL median. There are no bike facilities along either direction of this segment. There is also no provision for on-street parking on either side of this segment.

- **Hughes Alley** is designated as a local roadway. Between Magnolia Avenue and Diana Avenue, Hughes Alley is a three-lane road with a raised median. There are no bike facilities along either direction of this segment. There is also no provision for on-street parking on either side of this segment.

- **Harrison Street** is designated as an 88-foot Arterial between County Farm Road and Magnolia Avenue and has no designation between Magnolia Avenue and Diana Avenue. Between County Farm Road and Magnolia Avenue, Harrison Street is a four-lane,

divided Arterial, with a TWLTL median. Between Magnolia Avenue and Diana Avenue, Harrison Street is a two-lane, undivided road. There are no bike facilities along either direction of these segments. There is no provision for on-street parking on either side of Harrison Street between County Farm Road and Magnolia Avenue. However, there is provision for on-street parking on both sides of Harrison Street between Magnolia Avenue and Diana Avenue.

- **Magnolia Avenue** is designated as a 110-foot Arterial between the SR-91 Eastbound Ramps and Polk Street and as a 120-foot Arterial between Polk Street and Harrison Street. Between the SR-91 Eastbound Ramps and the Magnolia Place Driveway, Magnolia Avenue was previously a four-lane divided Arterial with a raised median. Between the Magnolia Place Driveway and Banbury Drive, Magnolia Avenue was previously a five-lane divided Arterial with a raised median. These two segments of Magnolia Avenue have been expanded to six lanes (three lanes in each direction with a raised median) upon completion of the Magnolia Avenue Expansion Project. Additionally, some other improvements are also being carried out in these segments as part of this project. Between Banbury Drive and Harrison Street, Magnolia Avenue is a six-lane divided Arterial with a raised median. There are bike lanes on both sides of Magnolia Avenue between the SR-91 Eastbound Ramps and Harrison Street. There is no provision for on-street parking on either side of Magnolia Avenue between the SR-91 Eastbound Ramps and Harrison Street.

- **Montlake Drive** has no roadway designation. Between Skylark Drive and La Sierra Avenue, Montlake Drive is a two-lane, undivided road. There are no bike facilities along either direction of this segment; however, there is provision for on-street parking on both sides of this segment.

- **Diana Avenue** is designated as a local roadway. Between La Sierra Avenue and Polk Street, Diana Avenue is a two-lane, undivided road. There are no bike facilities along either direction of this segment. There is also no provision for on-street parking on either side of this segment.

Figure 5.1-2– Master Plan of Roadways illustrates these roadways within the Project vicinity.

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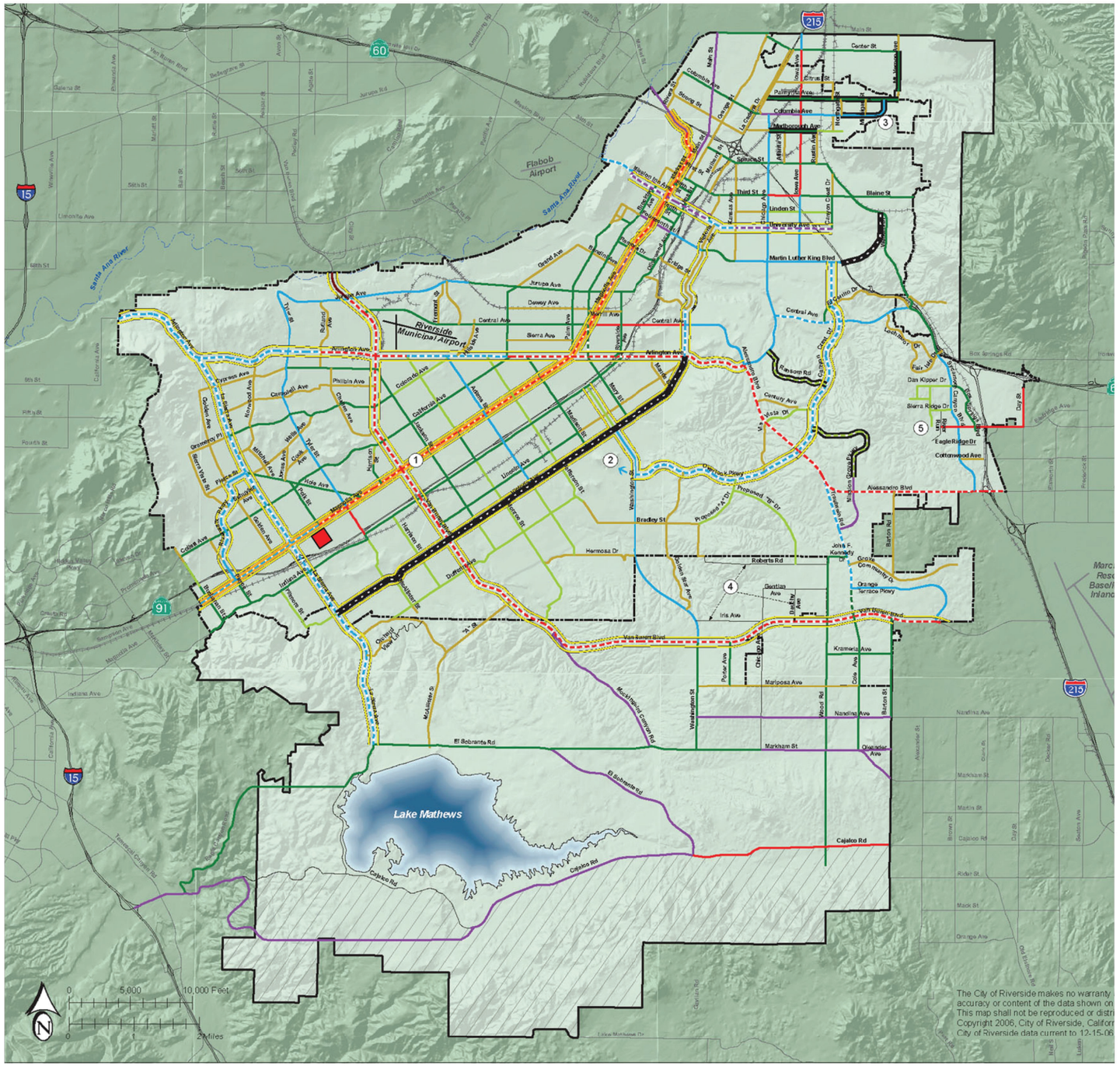

LEGEND

- **HOSPITAL EXPANSION SITE**
- 66 FT LOCAL — 2 LANES *
- 66 FT COLLECTOR — 2 LANES
- 80 FT COLLECTOR — 2 LANES
- 88 FT ARTERIAL — 4 LANES
- 100 FT ARTERIAL — 4 LANES
- 110 FT ARTERIAL — 4 LANES
- 120 FT ARTERIAL — 6 LANES
- 144 FT ARTERIAL — 8 LANES
- SCENIC BOULEVARD
  REQUIRES SPECIAL LANDSCAPING. ADDITIONAL RIGHT-OF-WAY MAY BE REQUIRED.
- SPECIAL BOULEVARD
  TWO-LANE DIVIDED ROADWAY OF VARIABLE GEOMETRIC DESIGN
- SPECIAL BOULEVARD
  VARIABLE WIDTHS AND DESIGN, CONTACT PUBLIC WORKS FOR DETAIL. SEE OBJECTIVE CCM-3 AND POLICIES CCM-3.1 THROUGH CCM-3.5.
- PARKWAYS
  FOR INFORMATION ON PARKWAYS SEE LAND USE ELEMENT.
- CETAP CORRIDOR AREA
  CORRIDOR OPTIONS SUBJECT TO SPECIAL STUDY.
- RIVERSIDE CITY BOUNDARY
- RIVERSIDE PROPOSED SPHERE OF INFLUENCE

NOTE:

* LOCAL STREETS ARE NOT SHOWN ON THIS PLAN EXCEPT WHERE NEEDED FOR CLARITY.

① MAGNOLIA AVENUE SHALL BE A SPECIAL BLVD, WITH 4 LANES EASTERLY OF HARRISON STREET.

② OVERLOOK PARKWAY SHALL BE A 2-LANE, 110-FOOT ARTERIAL WITH A WIDE MEDIAN PARKWAY. THE ALIGNMENT OF OVERLOOK PARKWAY WESTERLY OF WASHINGTON IS NOT YET DETERMINED PENDING PREPARATION OF SPECIFIC PLAN LEVEL STUDY.

③ COLUMBIA AVENUE IS SHOWN BY HUNTER BUSINESS PARK SPECIFIC PLAN AS A 134-FOOT ARTERIAL. ACTUAL STREET WIDTH, DUE TO RAILROAD OVERCROSSING , WILL BE DETERMINED BY PUBLIC WORKS.

④ THESE STREETS SHALL BE 66-FOOT LOCAL ROADWAYS SERVING AS ALTERNATE ROUTES.

⑤ THE STREETS IN SYCAMORE CANYON BUSINESS PARK SPECIFIC PLAN VARY IN SIZE. SEE THE SPECIFIC PLAN FOR DETAILS.

SOURCE: CITY OF RIVERSIDE GENERAL PLAN CIRCULATION ELEMENT

ALBERT A. WEBB ASSOCIATES

FIGURE 5.1-2 MASTER PLAN OF ROADWAYS

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION

Public Transit System

Riverside Transit Agency

Riverside Transit Agency (RTA) is the Consolidated Transportation Service Agency for western Riverside County and is responsible for coordinating transit services throughout the approximately 2,500-square mile service area. RTA provides both local and regional services throughout the region with 33 fixed routes, five CommuterLink Express routes, and Dial-A-Ride services using 334 vehicles. RTA local bus Routes 1, 10, 12, 13, 14, 15, 21, 27, and CommuterLink Express Route 200 operate within the vicinity of the Project Site. (RTA.)

Route 1 and Route 15 have stops on Magnolia Avenue adjacent to the Hospital Expansion Site. Routes 10, 12, 13, 14, 21, 27 have stops on Magnolia Avenue near Galleria at Tyler Mall. These routes have connections to communities in adjacent jurisdictions such as Corona, Highgrove, Loma Linda, Jurupa Valley, Fontana, and Perris. CommuterLink Express Route 200 provides further coverage with services to San Bernardino, Orange, and Anaheim.

Metrolink

Rail service is provided by Metrolink operated by the Southern California Regional Rail Authority, which serves over thirty-five thousand passengers in fifty cities throughout Southern California. Lines traversing the City include the Inland Empire-Orange County Line, which runs between San Bernardino and San Juan Capistrano; the 91/Perris Valley Line, which runs from Riverside to downtown Los Angeles via Fullerton and other points in Orange County; and the Riverside Line, which also runs from Riverside to downtown Los Angeles via Ontario and downtown Pomona. The Riverside-La Sierra Metrolink station is located in close proximity to the Project Site. The 91/Perris Valley Line and the Inland Empire-Orange County Line have stops at this station.

Bicycle and Pedestrian Facilities

Bicycle Facilities

The City provides a network of bicycle and pedestrian trails for non-vehicular circulation. The City promotes bicycling, walking and equestrian riding for recreation and mobility. A comprehensive trails system links residential areas, schools, parks, and commercial centers so that residents can travel within the community without driving. To facilitate and encourage bicycle trips, the City has adopted a Bicycle Master Plan that includes a network of proposed facilities and a three-tier implementation plan for the recommended improvements. (LSA-B, p. 17.)

The Bicycle Master Plan Update: Addendum (adopted March 2012) provides an updated inventory of all bicycle infrastructure and non-infrastructure improvements implemented between 2007 and 2012 within the City. The Addendum also provides an updated list of recommended bicycle improvements, which are illustrated in **Figure 5.1-3 – Existing and Proposed Bikeways**.


Santa Ana River Wildlife Area
Santa Ana River Trail
Lake Evans
Box Spring Mountain Reserve
Sycamore Canyon Wilderness Park
California State Citrus Historic Park
Jurupa Ave
Van Buren Blvd
Central Av
Arlington Av
Overlook Pkwy
Alessandro Blvd
Mission Grove Parkway
Eastridge Av
Palmyrita Av
Marlborough Ave
Spruce St
3rd St
14th St
Linden St
University Av
Big Springs Rd
Blaine St
Le Conte
Marlin Luther King Blvd
Central Ave
Arlington Av
Country Club
Ramsom
Sycamore Canyon
Sycamore Canyon Trail
Woodcrest Reservoir Bike Path
Cactus
Trautwein Rd
Grove Community
Van Buren Blvd
Cole Ave
Bradley Av
Victoria Av
Butterfin Avenue
Gage Canal Trail
St Lawrence St Bike Path
Washington St
Doughty Ave
Overlook Pkwy
Alessandro Arroyo Trail
Via Vista
Canyon Crest Dr
Chicago Av
Iowa Av
Main St
Market St
Brockton Av
Riverside Av
Magnolia Av
Palm Av
Orange St
Streeter
Crest Av
Rutland
Wells Av
Tyler St
Pierce St
Hole
Magnolia Av
Indiana Av
Hawarden
Golden Ave
Collett Ave
Pierce
Jackson St
Monroe St
Adams St
California Av
Colorado St
Jefferson St
Lincoln Av
Main St
Mary St
Via Vista
Via Serra Av
La Sierra Av
Indiana Av
Pierce
Patterson
Cridge St
Grand Av
Pine street
Springbrook Wash Arroyo Trail
Santa Ana River Trail
Columbia Av
Main St
Market St
Tequesquite
Van Buren Blvd
Jurupa Ave
Jurupa Ave
Central Av
Streeter
Crest Av
Arlington Av
Rutland
Wells Av
Colorado St
California Av
Adams St
Jefferson St
Main St
Mary St
Victoria Av
Lincoln Av
Jackson St
Monroe St
Van Buren Blvd
Magnolia Av
Indiana Av
Hawarden
Golden Ave
Collett Ave
Pierce St
Hole
Pierce
Patterson
Via Serra Av
La Sierra Av
Indiana Av
Victoria Av
Bradley Av
Butterfin Avenue
Gage Canal Trail
California State Citrus Historic Park
St Lawrence St Bike Path
Van Buren Blvd
Washington St
Doughty Ave
Woodcrest Reservoir Bike Path
Cactus
Trautwein Rd
Grove Community
Van Buren Blvd
Cole Ave
Overlook Pkwy
Alessandro Arroyo Trail
Via Vista
Canyon Crest Dr
Chicago Av
Iowa Av
Main St
Market St
Brockton Av
Riverside Av
Magnolia Av
Palm Av
Orange St
Streeter
Crest Av
Rutland
Wells Av
Tyler St
Pierce St
Hole
Magnolia Av
Indiana Av
Hawarden
Golden Ave
Collett Ave
Pierce
Jackson St
Monroe St
Adams St
California Av
Colorado St
Jefferson St
Lincoln Av
Main St
Mary St
Via Vista
Via Serra Av
La Sierra Av
Indiana Av
Pierce
Patterson
Cridge St
Grand Av
Pine street
Springbrook Wash Arroyo Trail
Santa Ana River Trail
Columbia Av
Main St
Market St
Tequesquite
Van Buren Blvd
Jurupa Ave
Jurupa Ave
Central Av
Streeter
Crest Av
Arlington Av
Rutland
Wells Av
Colorado St
California Av
Adams St
Jefferson St
Lincoln Av
Main St
Mary St
Victoria

According to the City of Riverside Bicycle Master Plan Update Addendum, the bikeway network within the City is classified into three categories: Class I – Bike Paths, Class II – Bike Lanes, and Class III – Bike Routes. Class I bikeways provide bicycle travel on a paved right-of-way completely separated from any street or highway. Class II bikeways provide a striped and stenciled lane for one-way travel on a street or highway. Class III bikeways provide for shared use with motor vehicle traffic and are identified only by signing. (LSA-B, p. 17.)

Class II bike lanes exist along the northbound and southbound directions of Golden Avenue and La Sierra Avenue near the Project Site. Class II bike lanes also exist along the westbound and eastbound directions of Magnolia Avenue.

Pedestrian Facilities

The implementation of enhanced pedestrian linkage with a comprehensive trails system links residential areas, schools, parks, and commercial centers so that residents can travel within the community without driving. Safe and attractive sidewalks and walkways improve the walkability of the City. Citywide, sidewalks are generally provided on both sides of the streets. Additionally, standard paved trails and non-standard unpaved trails are frequently used by bicyclists and pedestrians in the City. Some trails are also available for equestrian riders. The existence of trails and sidewalks provides accessible facilities, provides safety features, and improves walkability in the City of Riverside. (LSA-B, pp. 17-18.) **Figure 5.1-4 – Master Plan of Trails**, illustrates the trails within the City, however there are no designated trails near the Project Site.

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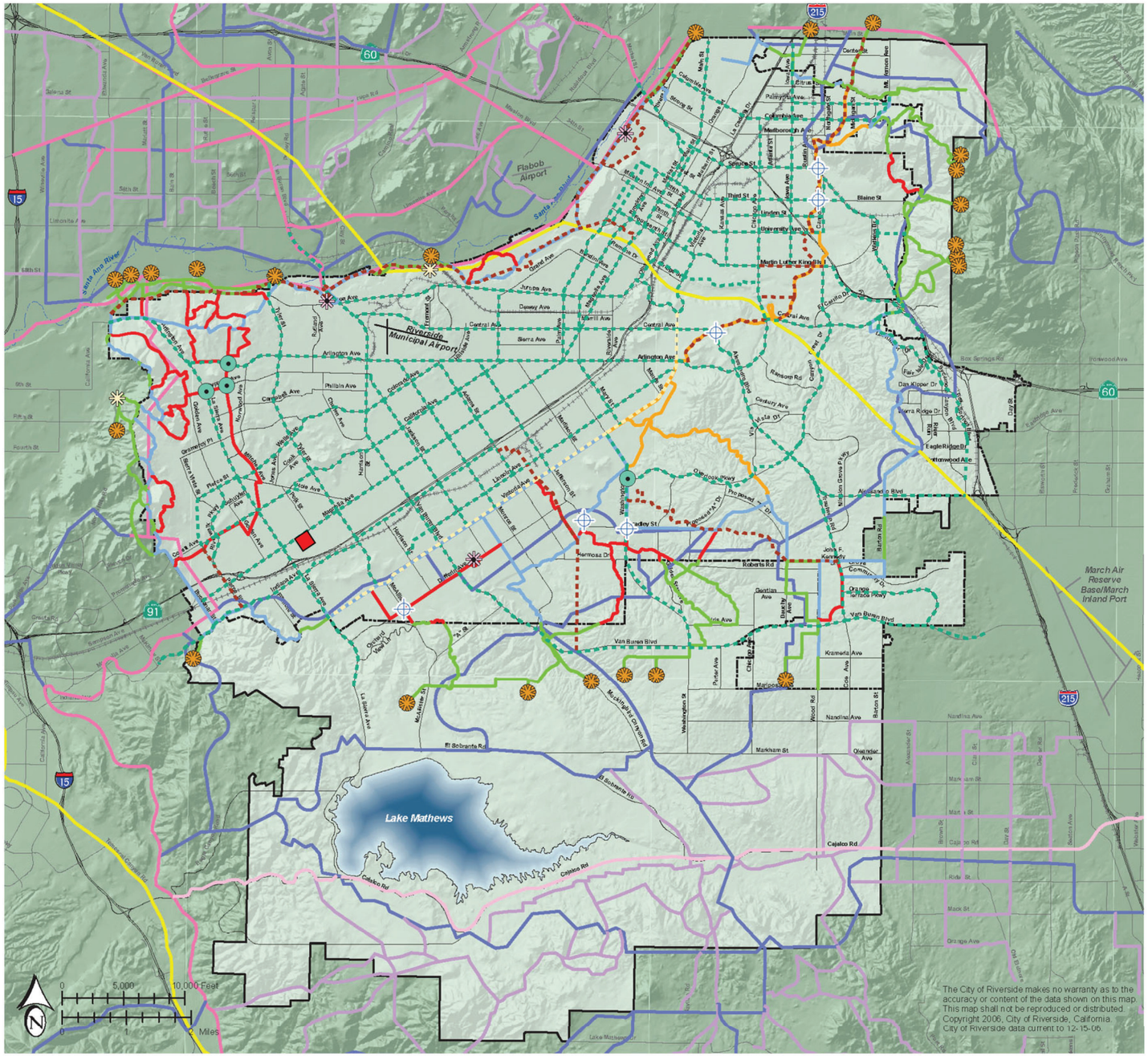
Flabob Airport
Riverside Municipal Airport
March Air Reserve Base/March Inland Port
Lake Mathews
Santa Ana River
Arlington Ave
Central Ave
Van Buren Blvd
Cajalco Rd
El Sobrante Rd
Markham St
Nandina Ave
Krameria Ave
Orange Terrace Pkwy
Alessandro Blvd
Martin Luther King Blvd
Blaine St
Spruce St
Third St
Linden St
University Ave
Columbia Ave
Mulberry St
Lincoln Ave
Victoria Ave
Hermosa Dr
Roberts Rd
Dewey Ave
Sierra Ave
Phillips Ave
Campbell Ave
Jurupa Ave
Merrill Ave
Ramona Expy
Box Springs Rd
Ironwood Ave
Eagle Ridge Dr
Dan Kipper Dr N
Sierra Ridge Dr
Alessandro Blvd
Van Buren Blvd
Krameria Ave
Nandina Ave
Markham St
Mack St
Orange Ave
Cajalco Rd
Lake Mathews Dr
Old Elsinore Rd
Wood Rd
Cole Ave
Boston St
Brown St
Sanders St
Webster Ave
Alexander St
Oak Rd
Dan Kipper Dr S
Fair Dr
Sierra Ridge Dr
Eagle Ridge Dr
Ironwood Ave
Alessandro Blvd
Wilson Grove Pkwy
John F. Kennedy Dr
Gentian Ave
Iris Ave
Krameria Ave
Van Buren Blvd
Markham St
Nandina Ave
Cajalco Rd
Mack St
Orange Ave

5.1.2 Related Regulations

Federal Regulations

No federal regulations are applicable to the Project with respect to transportation/traffic.

State Regulations

Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act, or Senate Bill 375 (SB 375), provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal is to reduce the number and length of automobile commuting trips, helping to meet the statewide targets for reducing greenhouse gas emissions set by Assembly Bill 32. SB 375 requires each Metropolitan Planning Organization to add a broader vision for growth to its transportation plan through development of a Sustainable Communities Strategy (SCS). The SCS must lay out a plan to meet the region's transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions. The SCS should integrate transportation, land use, and housing policies to plan for achievement of the emissions target for each region. The current sustainable communities strategy for the City of Riverside is the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which is known as *Connect SoCal*.

In September 2020, the Southern California Association of Governments (SCAG) adopted *Connect SoCal*, which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. *Connect SoCal* was developed with input from local governments, county transportation commissioners, tribal governments, non-profit organizations, business, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

Connect SoCal includes population, housing, and employment growth projections for 2045. These growth projections are used in SCAG's transportation modeling and shape SCAG's regional planning efforts, as outlined *in Connect SoCal*. *Connect SoCal* minimizes increases in regional traffic congestion by focusing growth, density, and land use intensity within existing urbanized area as the general land use growth pattern for the region while enhancing the existing transportation system and integrating land use into transportation planning*. Connect SoCa*l recommends local governments accommodate future growth within existing urbanized areas to reduce VMT, congestion, and greenhouse gas emissions.

Vehicle Miles Traveled

Senate Bill 743 (SB 743) was signed into law on September 27, 2013, and went into effect January 2014, seeking to balance the needs of congestion management, infill development, public health, greenhouse gas reductions, and other goals. The Office of Planning and Research (OPR) was directed to develop new criteria for determining significance of transportation impacts and define alternative metrics to traffic Level of Service (LOS) under CEQA.

Specifically, SB 743 mandates that lead agencies can no longer use automobile delay – commonly known as LOS – as a method for conducting transportation analysis under CEQA. In December 2018, OPR released the *Technical Advisory on Evaluating Transportation Impacts in* CEQA, which set forth guidelines for the use of a broader measure called Vehicle Miles Traveled (VMT). VMT measures the total amount of driving over a given distance, and is intended to better align transportation analysis with the State's Greenhouse Gas reduction goals. These changes became mandatory on July 1, 2020, and lead agencies are now required to analyze transportation impacts under VMT, not LOS.

Congestion Management Program
The Congestion Management Program (CMP) was first established in 1990 under Proposition 111. Proposition 111 established a process for each metropolitan county in California to designate a Congestion Management Agency (CMA) that would be responsible for development and implementation of the CMP within county boundaries. The intent of the CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality. Counties within California have developed CMPs with varying methods and strategies to meet the intent of the CMP legislation.

The Riverside County Transportation Commission (RCTC) was designated as the CMA in 1990, and therefore, prepares the CMP updates in consultation with the Technical Advisory Committee (TAC), which consists of local agencies, the County of Riverside, transit agencies, and subregional agencies

Regional Regulations

County of Riverside Congestion Management Program
RCTC is designated as the CMA to oversee the CMP. Urbanized areas such as Riverside County are required by State law to adopt a CMP. The goals of the CMP are to reduce traffic congestion and to provide a mechanism for coordinating land use development and transportation improvement decisions. Local agencies are required to establish minimum level of service (LOS) thresholds in their general plans and conduct traffic impact assessments on individual development projects. Deficiency plans must be prepared when a development project would cause LOS "F" on non-exempt CMP roadway segments.

South Coast Air Quality District (SCAQMD) Rule 2202
The On-Road Motor Vehicle Mitigation Options, or Rule 2202, is a program designed by the South Coast Air Quality Management District (AQMD) to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. Rule 2202 offers three programs to employers who employ 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period. These three programs include: 1. Develop an Employee Commute Reduction Program (ECRP); 2. Pay

fees to the AQMD in accordance with the Air Quality Investment Program (AQIP); 3. Purchase mobile source (emissions) credits through California's open marketplace. The ECRP program, by design, also reduces vehicle miles traveled.

An ECRP is a program devised by an employer to reduce the number of vehicle trips to its worksite. An ECRP incorporates various strategies to encourage alternative commute modes, such as bicycling or walking, riding transit, and carpool/vanpool. The goal of the ECRP is to improve or maintain Average Vehicle Ridership (AVR).

Western Riverside County Transportation Uniform Mitigation Fee
In 2002, the jurisdictions of western Riverside County (including the City), agreed to participate in the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) program. TUMF is a multi-jurisdictional impact fee program administered by the Western Riverside Council of Governments (WRCOG) that funds transportation improvements on a regional and sub-regional basis associated with new growth. All new development in each of the participating jurisdictions is subject to TUMF, based on the proposed intensity and type of development. (GP 2025, p. CCM-6.)

TUMF fees are collected by the City from project applicants and are passed on to WRCOG as the ultimate program administrator. TUMF funds are distributed on a formula basis to the regional, local, and transit components of the program. Of the TUMF funds received by WRCOG, 3.13 percent is allocated to RTA for making regional transit improvements, 45.7 percent is allocated to RCTC for programming improvements to the arterials of regional significance on the Regional System of Highways and Arterials, 1.47 percent is allocated to the Western Riverside County Regional Conservation Authority (RCA) to purchase habitat for the Multiple Species Habitat Conservation Plan (MSHCP), and 45.7 percent is allocated to the five zones for programming improvements to the Regional System of Highways and Arterials (RSHA) as determined by the respective zone committees. (WRCOG-A, p. 6.)

The City participated in the preparation of the *Western Riverside County Transportation Uniform Fee Nexus Study* (dated October 18, 2002) and adopted TUMF fees based on that study. The City also participated in the preparation of an updated nexus study titled *Transportation Uniform Mitigation Fee Nexus Study: 2009 Update* and *Transportation Uniform Mitigation Fee Nexus Study: 2016 Update (2016 Nexus Study).* The City adopted the 2016 Nexus Study and its findings trough the approval of Ordinance 7393 §1. Fees owed to TUMF by the Project proponent will be based on the current fees when the certificate of occupancy is issued.

Measure A (Riverside County Half-Cent Sales Tax)
In November 1988, Riverside County voters approved Measure A, a one-half cent increase in sales tax over a 20-year period to be used for transportation purposes. Measure A included a "return to source" concept, which requires the additional sales tax revenue generated in a specific geographic area to be used to finance projects within that same area. In November 2002, Riverside County voters approved a 30-year extension of Measure "A" (2009-2039).

Measure A funds go back to each of three geographic areas within Riverside County - Western Riverside County, Coachella Valley, and Palo Verde Valley - in proportion to the sales taxes they contribute. Each of the three geographic areas has its own transportation program.

Local Regulations

Traffic Signal and Railroad Signal Mitigation Fees and Transportation Impact Fees
The City's local development impact fee (DIF) related to transportation improvements is set forth in Chapter 16.64 of the Riverside Municipal Code. This DIF is comprised of two fees: the traffic signal and railroad signal mitigation fee and the transportation impact fee, which together address local transportation needs throughout the City. In creating these fees, the City Council determined that new private development in the City increases the amount of traffic utilizing the City street system. Such increased traffic requires the installation of additional traffic signals, railroad signals including crossing gates and associated work and street improvements at specific locations to increase or improve transportation capacity. In order to protect health, safety and welfare of the general public, the City determined that new private development should pay its fair share towards needed improvements. The traffic signal and railroad signal mitigation fee is imposed on the construction of all new nonresidential units, dwelling units, and mobile home spaces upon application for a building permit. Funds collected through payment of this fee shall be used solely for the installation of additional traffic signals and railroad signals including crossing gates and other protective devices, and all costs associated with railroad crossing protection, including, but not limited to planking, sidewalks, and curbs and gutters. (RMC; Sections 16.64.010, 16.64.030, 16.64.050) The proposed Project will pay the traffic signal and railroad signal mitigation fee.

Funds collected through payment of the transportation impact fee shall be expended solely for construction of street improvements as designated by the City Council to increase or improve the transportation capacity of the designated streets. This fee is imposed on the construction of new dwelling units and mobile home spaces upon application for a building permit. (RMC Sections 16.64.040, 16.64.060) Because the proposed Project does not include buildings that will be used for residential occupancy, it is not subject to the transportation impact fee component. (RMC; Chapter 16.64.)

Riverside General Plan 2025 Circulation and Community Mobility Element
The following are the applicable objectives and policies from the GP2025 Circulation and Mobility Element that pertain to transportation that are germane to the Project (GP 2025.):

Objective CCM-2
Build and maintain a transportation system that combines a mix of transportation modes and transportation system management techniques, and that is designed to meet the needs of Riverside's residents and businesses, while minimizing the transportation system's impacts on air quality, the environment and adjacent development.

Policy CCM-2.2: Balance the need for free traffic flow with economic realities and environmental and aesthetic considerations, such that streets are designed to handle normal traffic flows with tolerances to allow for potential short-term delays at peak-flow hours.

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

Policy CCM-2.4: Minimize the occurrence of streets operating at LOS F by building out the planned street network and by integrating land use and transportation in accordance with the General Plan principles.

Objective CCM-3
Design the Magnolia Avenue/Market Street Corridor as a transit- and pedestrian-oriented Mixed-Use boulevard.

Policy CCM-3.2: Consider the implementation of off-street shared parking with parking signage improvements, consolidation of driveways, installation of raised landscaped medians, bus turnouts, traffic signal enhancements, special pavement treatments at pedestrian crossings and intersections, curb extensions, signalized/enhanced crosswalks, wider sidewalks and other appropriate measures which enhance traffic flow, transit efficiency and pedestrian movements.

Objective CCM-6
Cooperate in the implementation of regional and inter-jurisdictional transportation plans and improvements to the regional transportation system.

Policy CCM-6.1: Encourage the reduction of vehicle miles, reduce the total number of daily peak hour vehicular trips, increase the vehicle occupancy rate and provide better utilization of the circulation system through the development and implementation of TDM programs contained in the SCAQMD and County of Riverside TDM Guidelines.

Objective CCM-9
Promote and support an efficient public multi-modal transportation network that connects activity centers in Riverside to each other and to the region.

Policy CCM-9.1: Encourage increased use of public transportation and multi-modal transportation as means of reducing roadway congestion, air pollution and non-point source water pollution, through such techniques as directing new growth along transportation corridors.

Policy CCM-9.6: Enhance and encourage the provision of attractive and appropriate transit amenities, including shaded bus stops, to facilitate use of public transportation, through the development process by incorporating the necessary design features as appropriate.

Objective CCM-10
Provide an extensive and regionally linked public bicycle, pedestrian and equestrian trails system.

Policy CCM-10.3: Provide properly designed pedestrian facilities for the disabled and senior population to ensure their safety and enhanced mobility as users of streets, roads and highways emphasizing "complete streets" principles.

Policy CCM-10.6: Encourage pedestrian travel through the creation of sidewalks and street crossings.

Policy CCM-10.12: Encourage bicycling as a commute mode to school, work, etc.

Objective CCM-12
Facilitate goods movement as a means of economic expansion, while protecting residents and visitors from the negative effects typically associated with truck operations and rail service.

Policy CCM 12.2: Ensure that new development projects provide adequate truck loading and unloading facilities.

Objective CCM-13
Ensure that adequate on- and off-street parking is provided throughout Riverside.

Policy CCM-13.1: Ensure that new development provides adequate parking.
Magnolia Avenue Specific Plan

There are no applicable transportation objectives and policies in the Magnolia Avenue Specific Plan that pertain to this Project.

Neighborhood Traffic Management Program
As traffic volumes and congestion have increased on the major regional roadways, drivers looking to reduce their travel times begin to look at alternative routes using the local street system to avoid problem areas. This neighborhood intrusion by "cut-through" traffic has become a growing concern for some residential areas. The City has an active Neighborhood Traffic Management Program to minimize and/or prevent intrusion of regional cut-through traffic into residential neighborhoods through traffic management and traffic calming strategies, and to improve the livability of neighborhoods through controlling the impacts of outside traffic. The strategies include speed control methods, parking restrictions, speed humps, pedestrian safety improvements, and sight obstruction elimination. (GP 2025, p. CCM-22.)

5.1.3 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the State CEQA Guidelines.

As identified in the Initial Study prepared for the Project, implementation of the proposed Project will have a less than significant impact or no impact in the following areas and these topics are not addressed in the DEIR (IS, pp. 88-89.):

- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- 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?

As identified in the Initial Study prepared for this Project, implementation of the proposed Project will have potentially significant impacts in the following areas and these topics are addressed in this DEIR:

(Threshold A) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

(Threshold B) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) [concerning vehicle miles traveled]?

The City's guidelines provide guidance regarding VMT analysis based on land use types. The proposed Project (a hospital) falls under the "other land use projects" category. Therefore, pursuant to the City's VMT analysis guidelines for "other land use projects", a significant VMT impact would occur if the net total VMT of the jurisdiction (City) with the project is higher than the net total VMT of the jurisdiction (City) without the project. The net total VMT includes trips that originate and end in the City (Internal-Internal trips), and trips that originate or end at the City from other jurisdictions (External-Internal and Internal-External trips).

5.1.4 Project Design Features

Design considerations refer to ways in which the proposed Project will avoid or minimize potential impacts through the design of the Project.

Roadway Design Features

Although not related to vehicle miles traveled per se, the design of the roadway network for the Hospital Expansion Site is important to outline to demonstrate that adequate access for vehicles can be maintained with the project. The proposed Project has been designed to

facilitate traffic in an efficient manner using the existing roadway network by incorporating the following design features:

Driveways on Magnolia Avenue:

- Kaiser Driveway: This will be a future right-in/right-out (RIRO) driveway that will be used by emergency vehicles only.

At the intersection of Shopping Center Driveway-Park Sierra Drive/Magnolia Avenue

- Modify the split phasing for northbound and southbound movements to add a protected left-turn phasing for the northbound and southbound movements;
- Restripe the intersection geometry for northbound and southbound approaches to accommodate the proposed protected left-turn phasing. The northbound approach will include two dedicated left-turn lanes and a shared through and right-turn lane. The southbound approach will include a dedicated left-turn lane and a shared through/ right-turn lane; and
- Modify the northbound approach lane widths to reduce the offset between the northbound shared through and right-turn lane and the receiving lane at the north leg. Modifications may also be required at the driveway on the north leg to reduce the offset between the northbound shared through and right-turn lane and the receiving lane at the north leg.

At the intersection of Polk Street/Magnolia Avenue

- Extend the existing northbound left-turn lane pocket to Kaiser Driveway 5 on Polk Street from 80 feet to 250 feet. This will extend the stacking for the northbound left-turn lane from 80 feet to 250 feet.

At the intersection of Polk Street/Kaiser Driveway 5

- Restripe Driveway 5 from three entry lanes and one exit lane to two entry lanes and two exit lanes. The two exit lanes will consist of a left-turn lane and a right-turn lane.

Public Transit, Bicycle, and Pedestrian Design Features

The following are public transit, bicycle, and pedestrian design features that will be implemented by Kaiser Permanente as part of the Project:

The Hospital Expansion's site design will facilitate active modes of transportation by providing sidewalks, crosswalks and bicycle facilities for pedestrian and bicyclist throughout the Hospital Expansion Site. Improvements on sidewalks, crosswalks, and bicycle facilities help pedestrians and cyclists navigate the area safely and efficiently. Proper site design ensures seamless connectivity from public roadways to the Hospital Expansion Site for those arriving using active modes of transportation.

The California Air Pollution Control Officers Association (CAPCOA) is a non-profit association of the air pollution control officers from all 35 local air quality agencies throughout California. CAPCOA was formed in 1976 to promote clean air and to provide a forum for sharing of knowledge, experience, and information among the air quality regulatory agencies around the State. The Association promotes unity and efficiency, and strives to encourage consistency in methods and practices of air pollution control. CAPCOA prepared a guidance document, the *Quantifying Greenhouse Gas Mitigation Measures*, which quantifies the reduction in VMT of CAPCOA VMT mitigation measures. (CAPCOA-2010.)

The Hospital Expansion Site will include bicycle amenities, pursuant to CAPCOA Measure TRT5, throughout the Hospital Expansion Site to encourage employees and visitors to bike to the Kaiser Permanent Riverside Medical Center Bicycle amenities include bike racks, lockers, repair station, and showers. The current lack of bicycle amenities may deter existing cyclists from biking to the site. Bicycle amenities encourage bicycle use while promoting a healthier alternative to driving, reducing vehicle trips and parking demand. These facilities will encourage bike ridership since there are existing Class II bike lanes westbound and eastbound directions of Magnolia Avenue along the Hospital Expansion Site frontage.

Passenger loading zones will be designated in front of the hospital and the existing four medical office buildings (MOBs) for vehicles dropping off or picking up passengers only. Passenger loading zones reduce the need to circulate the site to find a parking space or idle in an undesignated area to pick up/drop off a passenger. Passenger loading zones also provide a safe area for patients to access buildings directly to and from vehicles without crossing through the parking lot. During construction activities, golf cart shuttle services will be available for employees and construction staff to and from the buildings to the existing bus stop.

As part of the proposed Project, the parking lots will be restriped as per current City standards and a parking structure will be added to the Hospital Expansion Site. The Hospital Site and off-site parking lots design will ensure that pedestrian connectivity is enhanced and is ADA compliant. At the Hospital Expansion Site this includes enhanced pedestrian connectivity at the drop-off area for the emergency department. **Figure 5.1-5 – Pedestrian Circulation** illustrates the pedestrian circulation within the Hospital Expansion Site.

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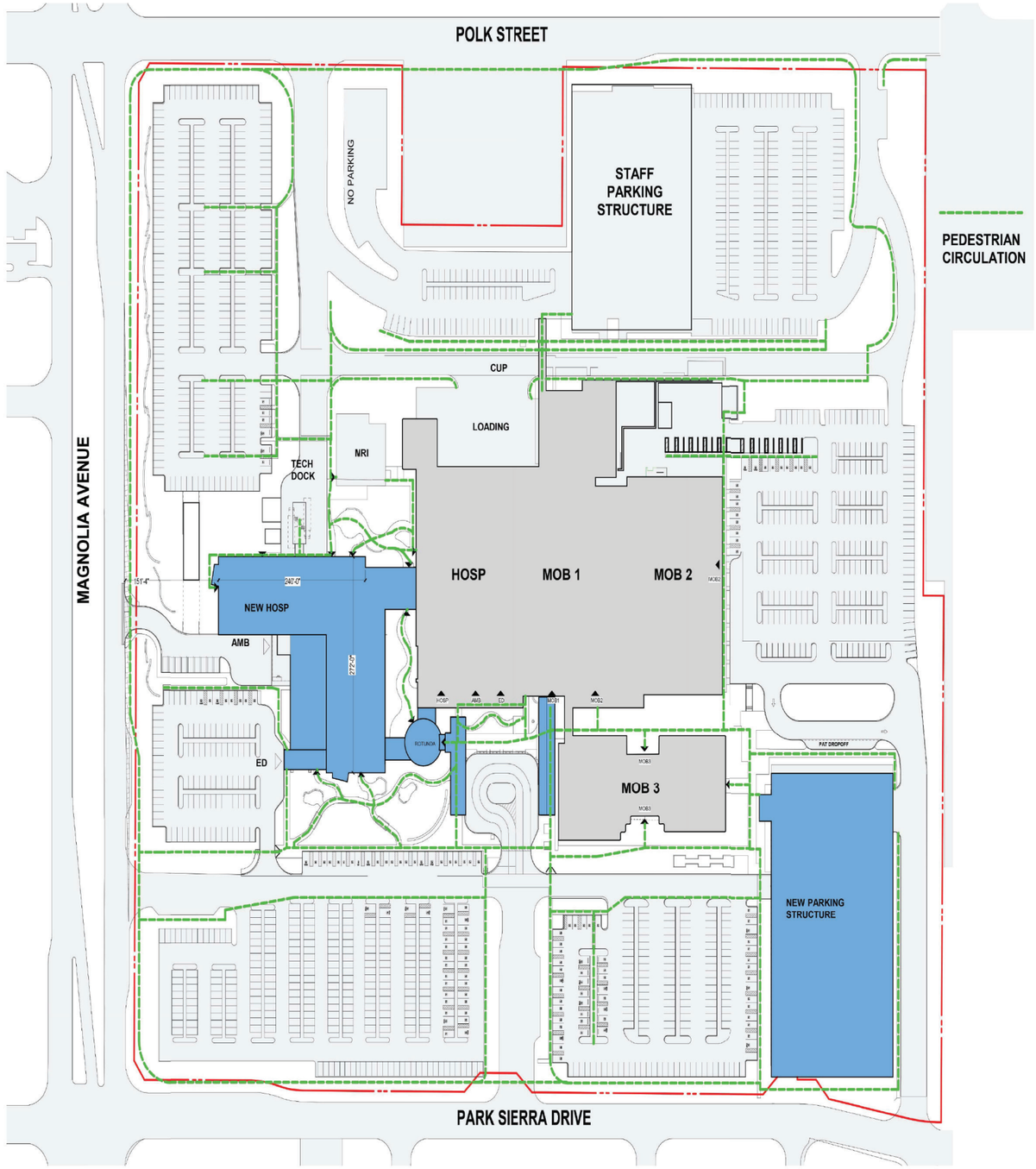

SOURCE: CO ARCHITECTS

SCALE: NOT TO SCALE

ALBERT A. WEBB ASSOCIATES

FIGURE 5.1-5 PEDESTRIAN CIRCULATION

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION

Wayfinding signage that provides directions to buildings and parking lots and guides visitors to their destination within the Hospital Expansion Site will be provided. The Kaiser Permanente Riverside Medical Center campus currently provides wayfinding signs at entrances to inform patients and visitors of the location of buildings and parking lot information. Existing wayfinding signs will be updated to separate employee parking and visitor parking and provide directions to the new passenger loading zone once the Hospital Expansion is built. Additionally, wayfinding signs will be added to provide directions to the tech dock and loading zone for delivery trucks.

The Hospital Expansion will include accessible EV parking and preferred parking for EVs at the Kaiser Permanente Riverside Medical Center campus to encourage the use of EVs. Conductive or inductive EV charging stations installed at EV parking spots provide incentives for patients arriving at the site in an EV. Designating EV parking with charging stations at favorable locations (e.g. near main entrances or major access points) can raise awareness about using EVs to reduce GHG emissions. Although the use of EV is not directly associated with VMT reduction, it eliminates fuel combustion, therefore reducing GHG emissions, which is the ultimate goal of SB 743.

5.1.5 Methodology

A Vehicle Miles Traveled (VMT) Analysis was prepared by LSA dated October 2021 (LSA-A) and a Traffic Operational Analysis (TOA) was also prepared by LSA, dated December 2021 (LSA-B). Both studies are based on the Kaiser Permanente Riverside Medical Center Hospital Expansion Project which entails 291,494 square-feet hospital expansion, a new parking structure, and modifications to some of the on-site surface parking lots. Also, both studies are consistent with the requirements of SB 743 and the City of Riverside's *Public Works Department Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level of Service (LOS) Assessment* (dated July 2020).

The City's guidelines recommend that a VMT analysis be prepared using RIVTAM, a regional travel demand model used to evaluate proposed land use projects. However, given the limitations of the model to accurately reflect the rerouting of trips from other facilities, the unique operational characteristics of the Project and the availability of existing observed data from Kaiser, it was determined that using RIVTAM to calculate project VMT would not provide an accurate estimate. Therefore, based on discussion with City staff on May 24, 2021, Kaiser Permanente's existing and projected patient and staff database was used to calculate the project VMT. (LSA-A, p. 3.)

The VMT analysis used existing observed patient visitation data provided by Kaiser at the Riverside and regional Kaiser facilities (Fontana Medical Center, Orange County Anaheim Medical Center, Ontario Medical Center, and Moreno Valley Medical Center), as well as

existing employment data at the Riverside facility to evaluate the VMT impacts of the Project. The data includes the following:

- Household zip codes of Kaiser patients;
- Kaiser facilities visited by patients;
- Distance between household zip codes and visited Kaiser facilities (including the Riverside facility); and
- Household zip codes of employees at the Riverside facility.

Distance data from various zip codes to the Riverside facility and regional facilities was estimated using geocoding of the distances from each zip code to the respective facilities. The analysis was conducted by evaluating the trip lengths from each zip code and then summarized at a regional level. Total Project VMT was obtained as the sum of VMTs due to patient visitations and employees. (LSA-A, pp. 3–4.)

The VMT analysis calculated the regional change in VMT due to the four Project components; the emergency room, operating rooms, in-patient beds, and new staff. The additional capacity or services due to the Project were isolated by the type of service and the VMT impact of each service was estimated individually and finally aggregated to identify the project VMT impacts. (LSA-A, p. 4.)

The regional Kaiser Permanente facilities that will potentially contribute to the redirection of trips to the Kaiser Permanent Riverside Medical Center after the proposed expansion include the Fontana Medical Center, Orange County Anaheim Medical Center, Ontario Medical Center, and Moreno Valley Medical Center. (LSA-A, p. 4.)

The VMT components for the analysis include patient redirect/rerouted trips due to affected services. Affected services due to the expansion are identified as Emergency Department (ED), Operating Rooms (OR) and In-patient Facility (IP), which includes Surgery, Intensive Care Unit (ICU), and Neonatal Intensive Care Unit (NICU).

5.1.6 Environmental Impacts before Mitigation

Threshold A: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Congestion Management Program (CMP) and the Long Range Transportation Study (LRTS)

The CMP is a component of the RCTC's Long Range Transportation Study (LRTS), the first countywide long range transportation study that identifies and evaluates highway, major roadway and transit projects. The LRTS identified five roadway improvement projects within the City of Riverside to reduce traffic congestion: the Main Street and 60 Interchange project, Tyler Street and 91 Interchange project, the Adam Street and 91 Interchange project, and the Arlington Avenue from Magnolia Avenue to Alessandro Boulevard project. (LRTS-A; Appendix

A.) Because Project-related traffic is not expected to use these roadways and no Improvements to these roadways are proposed, the Project would not conflict with the RCTC's CMP.

Connect SoCal

Table 5.1-A – Consistency with Connect SoCal Goals, presents a side by side comparison of the *Connect SoCal* goals and a discussion regarding the Project's consistency, non-consistency, or non-applicability with each goal.

Table 5.1-A – Consistency with Connect SoCal Goals

Connect SoCal Goal	Project Applicable Conflict Analysis
Goal 1: Encourage regional economic prosperity and global competitiveness.	**Consistent.** Implementation of the proposed Project would expand available medical services within the SCAG region, which will contribute to the economic prosperity of the region. The Project will also generate approximately 746 new full time jobs and approximately 450 temporary construction jobs. Aside from the new jobs, the new construction will increase the assessed value of the Hospital Expansion Site, which will generate additional property taxes for Riverside County. Access to high quality medical care will also make the region a more desirable location for businesses and, as such, contribute to the region's overall global competitiveness.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Not Applicable.** The Project does not propose changes to the existing transportation system. However, as discussed in Section 5.1 – Transportation, the Project Site is currently served by the Riverside Transit Agency (RTA) and is in proximity to RTA routes that have connections to communities in adjacent jurisdictions such as Corona, Highgrove, Loma Linda, Jurupa Valley, Fontana, and Perris. Additionally, RTA's CommuterLink Express Route 200 provides further coverage with services to San Bernardino, Orange, and Anaheim. The Project Site is within a SCAG identified High Quality Transit Area (HQTA) and transit priority area (TPA) due to it being within one-half mile of the La Sierra Metrolink station.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	**Not Applicable.** The Project does not propose changes to the existing transportation system. However, as discussed above under Goal 2, the Project Site is in proximity RTA routes and Metrolink trains that provide connectivity to adjacent jurisdictions and is within a SCAG identified HQTA and TPA.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	**Not Applicable.** The Project does not directly entail the movement of persons or good. However, as discussed under Goals 2 and 3, the Project Site is in proximity RTA routes and

Table 5.1-A – Consistency with Connect SoCal Goals

Connect SoCal Goal	Project Applicable Conflict Analysis
	Metrolink trains that provide connectivity to adjacent jurisdictions and is within a SCAG identified HQTA and TPA.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	**Consistent.** The Hospital Expansion component of the Project would be developed to the LEED Gold standard or better. Energy-saving features incorporated into the proposed Project would include energy-saving lighting and mechanical systems. Implementation of the most current Title 24 standards would significantly reduce project-related energy usage (30 percent reduction for nonresidential uses) when compared to the 2016 standards. The Title 24 standards are updated every three years and become more stringent with each update; therefore, complying with the latest Title 24 standards would make the proposed Project more energy efficient than existing buildings built under the earlier versions of the Title 24 standards. The Project would also implement Transportation Demand Management (TDM) measures, such as providing bus passes, preferential parking, and car and van pooling opportunities in order to reduce vehicle miles traveled, which in turn would reduce greenhouse gas emissions and improve air quality.
Goal 6: Support Healthy and Equitable Communities	**Consistent.** By expanding the medical services offered, the Kaiser Permanent Riverside Medical Clinic expansion provides direct support to healthy and equitable communities.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation system	**Consistent.** By expanding services at the existing Kaiser Permanente Riverside Medical Center instead of constructing new facilities elsewhere, the Project is essentially an in-fill project and will not result in new greenfield development. Although the Project does not propose any changes to the transportation system, as discussed under Goals 2 and 3, the Project Site is in proximity RTA routes and Metrolink trains that provide connectivity to adjacent jurisdictions and is within a SCAG identified HQTA and TPA.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel	**Not Applicable.** The Project does not include any changes to the existing transportation system.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Not Applicable.** The Project does not include housing, but does increase medical services near housing and transit.

Table 5.1-A – Consistency with Connect SoCal Goals

Connect SoCal Goal	Project Applicable Conflict Analysis
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.	**Not Applicable.** The Project Site does not include agricultural lands or proposed habitat restoration. The Project is consistent with the MSHCP and the Project applicant will pay the City's MSHCP Local Development Fee.

Source: Connect SoCal

Public Transit, Bicycles, and Pedestrian Facilities

The City's General Plan 2025 Circulation and Community Mobility Element introduces and implements various strategies and approaches to accommodate, improve, enhance, and maintain multiple modes of travel (vehicular and non-vehicular) throughout the City. Mode choice is influenced by sidewalk connectivity and proximity of buildings, bike accommodations, transit stop density and service characteristics, and availability of interconnected low speed routes. Non-vehicular transportation includes pedestrians (sidewalks), bicycles (on-road lanes or off-road paths), bus transit, and train transit.

GP 2025's Objective CCM-2 promotes and supports modes of transportation that offer an alternative to single-occupancy automobile use and help reduce air pollution and road congestion. Emphasizing non-vehicular transportation is a key element of SB 375 and SCAG's Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS).

Although there are no current or proposed trails near the Project Site as shown on **Figure 5.1-4 – Master Plan of Trails**, paved sidewalks are provided on both sides of Park Sierra Drive and Magnolia Avenue, and on the west side of Polk Street, providing direct and convenient access for visitors arriving on foot. The Project's site design will ensure that pedestrian connectivity is enhanced and is ADA compliant. Paved sidewalks, as shown on **Figure 5.1-5 – Pedestrian Circulation,** will also be provided within the Hospital Expansion Site, between the parking lots and the medical office buildings, separating pedestrian and vehicular traffic and, thereby, enhancing pedestrian safety.

As part of the City's Bikeway Network (and as shown on **Figure 5.1-3**), Class II bike lanes exist along the westbound and eastbound directions of Magnolia Avenue fronting the Hospital Expansion Site, Off-Site Area 1, and Off-Site Area 2. The existing Kaiser Driveway 1 and the proposed Kaiser Driveway 4 connect the Hospital Expansion Site to bike lanes in the eastbound direction of Magnolia Avenue. Since Kaiser Driveway 4 will be used by emergency vehicles only, bicyclists on Magnolia Avenue can only access the Kaiser Permanente Medical Center from Kaiser Driveway 1. Based on the City's Bicycle Master Plan Update; Addendum, future bike lanes are proposed within the vicinity of the Project Site. These proposed bike lanes, along La Sierra Avenue, Magnolia Avenue, and Tyler Street, would not experience a decreased performance due to the Project. The Project further supports bicycle transportation

by proposing approximately 55 new bicycles stalls in the proposed parking structure. Additionally, the Hospital Expansion will include lockers, a repair station, and showers to encourage bicycle use while promoting an alternative to driving.

The Project is currently served by the Riverside Transit Agency (RTA). RTA provides both local and regional services throughout the region with 33 fixed routes, five CommuterLink Express routes, and Dial-A-Ride services using 334 vehicles. The closest bus stops that serve the Hospital Expansion Site are Route 1 and Route 15 located on Magnolia Avenue, adjacent to the Hospital Expansion Site. In addition, the Hospital Expansion Site approximately 0.60 miles from the Galleria at Tyler Mall that has seven additional transit stops. Routes 10, 12, 13, 14, 21, 27 have stops on Magnolia Avenue near the Galleria at Tyler Mall. These routes have connections to communities in adjacent jurisdictions such as Corona, Highgrove, Loma Linda, Jurupa Valley, Fontana, and Perris. CommuterLink Express Route 200 provides further coverage with services to San Bernardino, Orange, and Anaheim. The Riverside-La Sierra Metrolink station is also located approximately 0.40 miles to the Hospital Expansion Site. The 91/Perris Valley Line and the Inland Empire-Orange County Line stop at this station. Given that the Project Site is located within one half a mile of a transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours, the Project Site is within a High Quality Transit Area (HQTA). (SCAG-A.) Additionally, the Project Site is within a transit priority area (TPA) since it is within half a mile of the La Sierra Metrolink station, which is identified as a major transit stop. (SCAG--B.)

Vehicular Circulation

The GP 2025's Policy CCM-2.3 requires Arterial Streets to maintain an LOS D or better. This policy also provides that at key locations, such as City Arterials that are used by regional freeway bypass traffic and at heavily traveled freeway interchanges, an LOS E at peak hours is acceptable on a case-by-case basis. A Traffic Operational Analysis (TOA) prepared for the Project examined the Project's traffic deficiencies on local roadways and intersections in the opening year including cumulative traffic. Table 12-B and Table 12-C of the TOA demonstrate the levels of service at which the nearby intersections will operate at the opening year and cumulative year with and without project and with and without project improvements.[1] The recommended traffic improvements summarized in **Table 5.1-B – Recommended Improvements** will be included as conditions of Project approval by the City of Riverside. The recommended all-way stop control improvements at Park Sierra Drive/Diana Avenue will reduce the delay to values less than those of opening year (2026) without Project conditions and cumulative (2040) without Project condition. However, due to right-of-way constraints, these improvements would not achieve an LOS of C or higher and this intersection will continue to operate at a deficiency.

[1] The TOA referred to needed improvements as mitigation but as of January 1, 2020 any actions to improve LOS are no longer considered mitigation under CEQA, however this can be required as conditions of approval for planning purposes

In 2013, the State of California passed Senate Bill (SB) 743, which mandates that lead agencies can no longer use automobile delay – commonly known as Level of Service (LOS) – as a method for conducting transportation analysis under CEQA. The State later issued guidelines for the use of a broader measure called Vehicle Miles Traveled (VMT), which measures the total amount of driving over a given distance, and is intended to better align transportation analysis with the State's Greenhouse Gas reduction goals. These changes became mandatory on July 1, 2020, and lead agencies are now required to analyze transportation impacts under VMT, not LOS. Therefore, the LOS data and the relationship of the Project's effect on LOS with General Plan goals concerning LOS are reported for informational purposes (and will be used by the City in considering General Plan consistency), but are not used to gauge environmental impacts in this EIR.

The remaining intersections are forecasted to operate at a satisfactory LOS with implementation of the recommended optimizing signal phasing improvements, payment of City Developer Impact Fees (DIF), and payment of regional County Traffic Uniform Mitigation Fee (TUMF)to offset traffic related deficiencies.

Table 5.1-B – Recommended Improvements

Intersection	Deficient Operations	Type of Impact	Scenario Needed	Recommended Improvements
Park Sierra Drive/Diana Avenue	AM/PM	Opening Year and Cumulative	Opening Year and Cumulative	MUTCD compliant all-way stop signage and striping

Source: LSA-B, Table 12-A, Table 12-B, and Table 12-C and City of Riverside Engineering Memorandum (Dec 2, 2021.) (RIV)

In addition to the improvement identified above, the Project will also be conditioned to add MUCTD compliant "KEEP CLEAR" pavement marking and associated R10-7 signage at the driveway for the existing Magnolia Surgery Center Development (property address 10694 Magnolia Avenue). The extension of the left-turn lane pocket from 80 feet to 250 feet is one of the Project Design Features identified above Section 5.1.4. Therefore, as outlined above with the exception of the GP 2025 Policy CCM-2.3, which sets forth an LOS standard, the Project will not conflict with any program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Because LOS cannot be used as a CEQA threshold of significance, the Project's inability to meet the LOS standard set forth in Policy CCM-2.3 cannot constitute an environmental impact. Therefore, impacts will be less than significant directly, indirectly and no mitigation is required.

Threshold B: Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

As indicated in Section 5.1, a VMT Analysis was prepared to determine whether the proposed Project would result in a significant VMT impact. The following includes a summary of the VMT Analysis.

Patient Visit VMT

Emergency Department (ED) VMT

The VMT analysis used ED visitation data extracted from Kaiser for the Riverside facility and the regional facilities (Fontana Medical Center; Orange County Anaheim Medical Center; Ontario Medical Center; and Moreno Valley Medical Center). The data for each facility included number of annual visitations to the facility from the patient residential zip codes/origins. The distance from the residential zip codes to the currently visited facility as well as the distance to the Riverside facility was estimated by geocoding the dataset. Trips from the subset of zip codes, where the distance from the zip code to the Riverside facility is lower than the currently visited facility, were selected as the potential set of reroutes to the Riverside facility due to the proposed expansion. (LSA-A, p. 6.)

ED patient visitation trips to the Riverside Medical Facility would increase by 8,655 gross trips as a result of the proposed Project; with 7,386 trips redirected from regional facilities and new 1,269 trips from ED growth. Kaiser estimates a total reduction of 940 existing trips due to additional similar services in southern Riverside County, including the Moreno Valley facility and the Murrieta facility, which are both currently under construction. Moreno Valley Diagnostic and Testing Expansion is projected to open on July 2023 while the Murrieta Ambulatory Surgery Unit is projected to open on December 2022. (LSA-A, p. 6.) As such, the proposed Project would have a net total increase of 7,715 ED trips and would effectively reduce trip lengths to other regional facilities traveled by current and future patients by traveling to the proposed Project Site. Two trips (to/from) per ED visit was used to convert trips and average distances into daily VMT for ED reroutes. The reduction in miles traveled equates to a net daily VMT reduction of 349 (annual VMT reduction of 127,298) as illustrated in **Table 5.1-C – Difference in VMT Emergency Department Visitations.**

Table 5.1-C – Difference in VMT Emergency Department Visitations

	Visits	VMT
Annual Total Growth[1]	8,655	
Annual Growth due to redirects [2]	7,386	(142,272)
Annual Growth to full occupancy - 2036[3]	1,269	21,516
Annual Reduction in similar facility visits [4]	(940)	(6,543)
Annual Total	7,715	(127,298)
Daily Total	**-**	**(349)**

Source: LSA-A, Table 2-A , Table 2-E

1. Emergency Department growth projections were provided by Kaiser Permanente.
2. Patient zip codes where distance to the Kaiser Permanente Riverside Medical Center is lower than regional facilities were selected. Difference in distance from patient residential zip code to the current Kaiser Permanente Riverside Medical Center facilities were estimated. Two trips (to/from) were assumed.
3. Existing average trip length from patient zip codes to the Kaiser Permanente Riverside Medical Center was used. Two trips (to/from) were assumed.
4. Kaiser Permanente proposes to add Emergency Department (ED) services to other Kaiser Permanente facilities in southern Riverside County. Currently, patients have to travel to the Kaiser Permanente Riverside Medical Center for ED services. However, addition of ED services in southern Riverside County will reduce a portion of existing trips coming to the Kaiser Permanente Riverside Medical Center.

Operating Rooms (OR) VMT

A methodology similar to the ED methodology was used to estimate VMT effects due to proposed changes to OR. The VMT estimation includes VMT reduction due to redirected visitations and increase due to growth at full occupancy (2036). The growth projection for the Project is based on the ultimate occupancy of the Project. The Project is anticipated to expand occupancy/usage in phases and full occupancy is projected to be achieved by year 2036. For purposes of this analysis, as a conservative approach, full occupancy was considered in the VMT analysis. Ambulatory OR services are currently available only at Kaiser Permanente's Ontario Vineyard Ambulatory Surgery, so VMT estimates due to redirected visitations were estimated only for this facility. (LSA-A, p. 7.) **Table 5.1 D – Difference in VMT Operating Rooms** shows a net daily VMT reduction of 113 (annual VMT reduction of 28,228) due to OR services. Like ED visits, only two trips (to/from) were considered for VMT estimation purposes.

Table 5.1-D – Difference in VMT Operating Rooms

	Cases	VMT
Annual Total Growth[1]	1,699	
Annual Growth due to redirects[2]	1,648	(29,133)
Annual Growth to full occupancy - 2036 [3]	51	905
Annual Total	1,699	(28,228)
Daily Total	**-**	**(113)**

Source: LSA-A, Table 2-B, Table 2-E

1. Operating Rooms growth projections were provided by Kaiser Permanente.
2. Patient zip codes where distance to the Kaiser Permanente Riverside Medical Center is lower than Kaiser's regional facilities (shown on **Figure 5.1-1**) were selected. Difference in distance from patient residential zip code to the current Kaiser Permanente Riverside Medical Center were estimated. Two trips (to/from) were assumed
3. Existing average trip length from patient zip codes to the Kaiser Permanente Riverside Medical Center was used. Two trips (to/from) were assumed.

Inpatient (IP) Beds VMT

IP facilities include services for Surgery, ICU, and NICU, among other services. The methodology used to estimate VMT changes is similar to ED and OR – redirected visitations and growth at full occupancy (2036). However, typical in-patient visits last multiple days and involve multiple trips; therefore, a few additional assumptions were made to estimate number of in-patient admissions and VMT. (LSA-A, p. 7.)

Information regarding IP facilities was available in terms of beds and patient days when the beds are occupied. Patient days were converted to number of admissions using Average Length of Stay (ALOS), which was developed using observed data. A total of four trips (to/from per admission and to/from for one visitor trip per admission) was used to convert trips and average trips lengths to VMT compared to two trips that was used for ED and OR. (LSA-A, p. 7.) **Table 5.1-E – Difference in VMT Inpatient Beds** shows a net daily VMT reduction of 2 (annual VMT reduction of 692) due to IP redirects and incremental capacity.

Table 5.1-E – Difference in VMT Inpatient Beds

	Admits[1]	VMT[2]
Annual Total Growth[3]	6,027	
Annual Growth due to redirects[4]	2,569	(118,302)
Annual Growth to full occupancy - 2036 [5]	3,458	117,610
Total Annual	6,027	(692)
Daily Total	-	**(2)**

Source: LSA-A, Table 2-C, Table 2-E

[1,2] Includes Surgery, Intensive Care Unit (ICU), and Neonatal Intensive Care Unit (NICU), among other services.

[3.] Operating Rooms growth projections were provided by Kaiser Permanente.

[4.] Patient zip codes where distance to the Kaiser Permanente Riverside Medical Center is lower than regional facilities were selected. Difference in distance from patient residential zip code to the current Kaiser Permanente Riverside Medical Center were estimated. Two trips (to/from) were assumed.

[5.] Existing average trip length from patient zip codes to the Kaiser Permanente Riverside Medical Center was used. Two trips (to/from) were assumed.

Employee VMT

Employee VMT assumed two daily trips per employee (Home-Work and Work-Home). Home-work/commute trips have the longest trip lengths. Trips to lunch, meetings, and other work-related errands are minimal and usually much shorter in length. These shorter trips are likely already occurring wherever the employees work. Therefore, only commute trips were considered for developing employee VMT. Additional VMT may occur due to intermediate trips by employees such as work to lunch trips, etc., however the aggregate additional VMT from such occurrence is likely to be nominal and therefore would not substantially change the outcome of this analysis. As such, since commute VMT is the largest contributor to employee VMT, these trips were considered for the VMT analysis. It is assumed that travel patterns by the new employees will be similar to that of current employees at the Riverside facility. Existing employees at the Riverside facility were categorized into Doctor of Medicine (MD), Registered Nurse (RN), and other staff. Average commute trip lengths from the employee residential zip codes to the Riverside facility were estimated by geocoding the existing employee database. The employees were categorized by employee type because average commute trip length varies with household income. For example, based on the California Household Travel Survey (CHTS) and the American Community Survey (ACS), it has been observed that the average trip lengths for employees of higher income households are typically longer than those of lower income households. (LSA-A, pp. 7-8.)

The proposed Project is an expansion to relieve overcrowding at the Riverside facility and other regional facilities. Even without the proposed expansion, Kaiser would hire employees at other facilities to meet the existing demand at those facilities. However, due to the proposed expansion, the employees that might otherwise be hired at other facilities would be redirected to the Riverside facility. As a conservative estimate, all employees added to the proposed Project were included for calculation of employee VMT. The employment VMT was estimated by the ED, OR, and IP categories. Average trip lengths from the existing observed data were

applied to measure employee related VMT. **Table 5.1-F – Employee Related VMT** shows a net daily VMT increase of 9,780 associated with employees.

Table 5.1-F – Employee Related VMT

Staff[1]	VMT	VMT/Employee	Daily Incremental VMT[2]
MD	12	43.5	417
Nurse	115	36.7	3,374
Other	205	36.5	5,988
Total	**332**	**-**	**9,780**

Source: LSA-A, Table 2-D

1. Kaiser Foundation Hospitals (KFH) and Southern California Permanente Medical Group (SCPMG)
2. Incorporates an 80% worked to paid ratio:
KFH Full-time Equivalent (FTE) represents departments that are impacted by census & new bed tower capacity:
M/S, ICU, NICU, IP Pharmacy, Food & Nutrition, Patient Transportation, Admitting, EVS, Dialysis, Materials Management, and Linen.

Project VMT

Based on the VMT analysis, and as shown in **Table 5.1-G – Project Net Daily VMT Change**, the Project adds a daily net total of 9,316 VMT.

Table 5.1-G – Project Net Daily VMT Change

	Visits
Emergency Department	(349)
Operating Room	(113)
Inpatient Beds	(2)
Employees	9,780
Total	**9,316**

Source: LSA-A, Table 2-E

Per the City's VMT guidelines, a significant VMT impact would occur if the net total VMT of the City with the project is higher than the net total VMT of the City without the project. Therefore, the proposed Project would have a **significant** transportation impact.

5.1.7 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures that could minimize significant adverse impacts (State *CEQA Guidelines*, Section 15126.4). Mitigation measures were evaluated for their ability to reduce or eliminate impacts.

The following Project mitigation measures are intended to reduce the total VMT resulting from new employees associated with the Project's expanded medical services. Based on the

CAPCOA guidance document, *Quantifying Greenhouse Gas Mitigation Measures*, which quantifies the projected reduction in VMT, it is expected that implementation of the following mitigation measures will reduce Project-generated VMT by approximately 4.5 and 52.0 percent.

MM TRAN 1: Preferential Parking. Prior to Project design approval, Kaiser shall designate preferential parking, which means dedicated parking spaces reserved for users that use a non-single-occupancy vehicles (SOV) mode of transportation, such as carpool and vanpool. Such spaces shall be located near building entrances to encourage and incentivize non-SOV trips. The preferential parking for vanpool and carpool vehicles shall be located on the west side of the Project Site, near the existing four medical office buildings (MOB) and the hospital.

MM TRAN 2: Carpooling. Kaiser shall provide information regarding carpooling on various platforms such as bulletin boards, intranet, new hire information packets, etc., to encourage carpools and thereby reducing employee VMT. Kaiser shall encourage the use of carpool matching service, such as Waze Carpool, to help employees find carpool partners. Information on UberPool and Lyft Share can help find riders along the route to fill the empty seats and split the costs. Kaiser shall facilitate a carpooling program for employees and encourage employees to use the program.

MM TRAN 3: Vanpooling. Kaiser shall provide information about vanpooling on bulletin boards and intranet (private network for employees), allowing employees to find available seats in an existing vanpool that matches their commuting preferences

MM TRAN 4: Guaranteed Ride Home Program. Kaiser shall provide information about the Guaranteed Ride Home (GRH) Program to employees via emails, bulletin board, and intranet so that employees participating in carpool/vanpool programs can sign up for program, thereby reducing VMT

MM TRAN 5: Website. Kaiser shall create a webpage to access information about the transportation services available reduce employee VMT. The website can provide essential travel information for first time visitors to the project. The website should include information such as address, site map, transportation options (carpool and vanpool), and timetables for transit routes near the Project Site. Additionally, external resource links to the Riverside Transit Agency (RTA) can be provided for users to access relevant transit schedules and transit network map. The intranet can provide employees information and resources regarding carpooling, vanpooling, GRH Program, and other relevant information regarding transportation options and services.

MM TRAN 6: Marketing. Kaiser shall provide marketing and outreach efforts to encourage employees to participate in various alternative transportation events. Marketing shall be in the form of flyers, brochures, raffles, and other promotional events. Flyers shall be posted for events such as National Bike to Work Day and World Car-Free Day to encourage employees to use alternative modes of transportation.

MM TRAN 7: Information Center. Kaiser shall provide an information center, a static board, or an interactive kiosk, at commonly trafficked areas for the convenience of employees to obtain information about various transportation services.

MM TRAN 8: Bus Stop Amenities. Kaiser shall provide bus stop amenities at existing stops on Magnolia Avenue, within the vicinity of the Project. These amenities may include shelters, benches, and trash receptacles. Shelters at bus stops provide protection to passengers in the event of inclement weather. Kaiser shall coordinate with City/RTA to determine the design and placement of shelters, benches, and trash receptacles prior to implementation of these added amenities. Kaiser shall provide ADA compliant connectivity from the Hospital Expansion site directly to the existing bus stop.

MM TRAN 9: Telecommuting/Alternative Work Schedules. Kaiser shall encourage telecommuting opportunities and alternative work schedules. Telecommuting eliminates the need to be physically present at the worksite if the work can be done remotely. Alternative work schedules include a compressed work week, flexible daily work schedule, and staggered shifts to alleviate transportation demand during peak hours.

MM TRAN 10 : Transportation Coordinator. Kaiser shall designate an onsite transportation coordinator to oversee, monitor, and promote the Transportation Demand Management (TDM) program. The coordinator will answer questions that employees and patients have about the available transportation services, prepare mobile amenities for employees, promote the TDM program through public outreach, conduct employee surveys about the TDM program and improve/adjust if necessary, and coordinate with local transit agencies and transportation authorities to relay up-to-date information about transit service changes and active/future projects.

MM TRAN 11: Bus Passes. Kaiser shall provide partial subsidy of CommuterLink bus pass for new employees for the first three years after the Project opening day to encourage the use of public transit.

MM TRAN 12: IE Commuter Program. Kaiser shall promote the IE Commuter program and provide rideshare information to all employees via emails, project website, information center, and the Transportation Coordinator required per **MM TRAN 10**.

MM TRAN 13: Service Amenities... Kaiser shall provide service amenities on-site such as ATMs, cafeteria, café, gift shop, food carts and vending machines to reduce the need for employees to travel off-site throughout the workday.

5.1.8 Environmental Impacts after Mitigation Measures are Implemented

The effect of these mitigation measures were not factored to the VMT analysis conducted by LSA. Implementation of these mitigation measures could possibly reduce the Project's commute VMT and effectively lower VMT. Mitigation measures **MM TRAN 2, MM TRAN 3, MM**

TRAN 6, MM TRAN 8, MM TRAN 9, and **MM TRAN 12** could reduce the Project's VMT between approximately 4.5 and 52.0 percent. However, Project VMT would remain significant since the Project's net VMT would still be higher than the net total VMT of the City without the Project. Therefore, Project impacts remain **significant and unavoidable**.

5.1.9 References

In addition to other documents, the following references were used in the preparation of this section of the DEIR:

CAPCOA-2010 California Air Pollution Control Officers Association (CAPCOA), *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures*, August 2010. Available at http://www.aqmd.gov/docs/default-source/ceqa/handbook/capcoa-quantifying-greenhouse-gas-mitigation-measures.pdf, accessed October 9, 2021.)

Connect SoCal Southern California Association of Governments, *Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, adopted September 3, 2020. (Available at https://www.connectsocal.org/Documents/Adopted/0903fConnectSoCal-Plan.pdf, accessed October 14, 2021.)

DOT United States Department of Transportation. *Complete Streets*, August 24, 2015. (Available at https://www.transportation.gov/mission/health/complete-streets, accessed October 3, 2021.)

GP 2025 City of Riverside, *General Plan 2025,* approved November 2007 with subsequent amendments to various elements. (Available at https://riversideca.gov/cedd/planning/city-plans/general-plan-0, accessed October 4, 2021.)

GP 2025 FPEIR City of Riverside, *General Plan 2025 Program Environmental Impact Report* (SCH# 2004021108), certified November 2007. (Available at Available at https://riversideca.gov/cedd/planning/city-plans/general-plan-0, accessed October 4, 2021.)

LRTS-A Riverside County Transportation Commission, *Riverside County Long Range Transportation Study*. December 2019. (Available at https://www.rctc.org/wp-content/uploads/2019/12/RCTC-Draft-LRTS-120119-GV22.pdf.)

LSA-A — LSA Associates, Inc., *Vehicle Miles Traveled, Kaiser Permanente Riverside Medical Center Expansion*, October 2021. (Appendix B)

LSA-B — LSA Associates, Inc., *Traffic Operational Analysis Kaiser Permanente Riverside Medical Center Expansion*, December 2021. (Available at the City of Riverside Public Works Department.)

RIV — City of Riverside, *PR-2021-000713 Kaiser Permanente Riverside Medical Center Expansion Project – Traffic Operation Analysis Approval*, Engineering Memorandum, December 2, 2021. (Available at the City of Riverside, Engineering Department.)

RTA — Riverside Transit Authority, Maps and Schedules, 2021. (Available at https://www.riversidetransit.com/index.php/route-info, accessed October 10, 2021.)

RCMC — City of Riverside, *Municipal Code*. (Available at http://www.riversideca.gov/municode/, accessed October 4, 2021.)

SCAG-A — Southern California Association of Governments, *High Quality Transit Areas (HQTA) 2045 – SCAG Region*, GIS Map, February 18, 2021 Dataset. (Available at https://gisdata-scag.opendata.arcgis.com/datasets/43e6fef395d041c09deaeb369a513ca1/explore?location=33.902147%2C-117.471359%2C15.37, accessed October 1, 2021.)

SCAG-B — Southern California Association of Governments, *Connect SoCal: The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Local Input & Envisioning Process Data/Map Book for the City of Riverside,* Draft November 2019. (Available at https://scag.ca.gov/sites/main/files/file-attachments/riverside.pdf?1604949991, accessed on October 11, 2021.)

SB-SCS — California Legislative information. *Senate Bill No 375*, Filed September 30, 2008. (Available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375, accessed October 3, 2021.)

TIA — City of Riverside, *Draft Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment,* adopted July 2020. (Available at https://www.riversideca.gov/traffic/pdf/TIA%20Guidelines%20-%20July%202020.pdf, accessed August 4, 2021

WRCOG-A Western Riverside Council of Governments (WRCOG), *Transportation Uniform Mitigation Fee, Administrative Plan*, March 1, 2021. (Available at https://www.wrcog.us/DocumentCenter/View/9158/TUMF-AdminPlan-CreditManual-Mar1-2021, accessed October 4, 2021.)

WRCOG-B Western Riverside Council of Governments, *Transportation Uniform Mitigation Fee Nexus Study – 2016 Update Final Report,* July 10, 2017. (Available at http://www.wrcog.cog.ca.us/DocumentCenter/View/1020/TUMF-2017-Nexus-Study-current?bidId, accessed October 4, 2021.)

5.2 Tribal Cultural Resources

Based on Appendix G of the CEQA Guidelines this section evaluates the Project's potential impacts to tribal cultural resources. No written comments regarding tribal cultural resources were received in response to the NOP.

Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, architectural, or paleontological activities. By statute, "tribal cultural resources," are generally described as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are further defined in PRC Section 21074(a)(1)(A)–(B). Tribal cultural resources are generally described as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are further defined in PRC Section 21074(a)(1)(A)–(B).

In accordance with Public Resources Code 21080.3.1, the City of Riverside sent out AB 52 consultation notices dated August, 9 2021, to the following tribes Gabrieleno Band of Mission Indians – Kizh Nation, Soboba Band of Luiseño Indians, Cahuilla Band of Indians, Pechanga Cultural Resources Department, Rincon Band of Luiseño Indians, San Manuel Band of Mission Indians, Morongo Band of Mission Indians to initiate consultation.

5.2.1 Setting

The primary Project area is located in the City of Riverside on a fully developed site of the current Kaiser Permanente Riverside Medical Center Hospital site. The Project was analyzed for tribal cultural resources in the *Cultural Resources Inventory Kaiser Permanente Riverside Medical Center Expansion, Riverside County, California,* prepared by ECORP Consulting Inc. dated June 2021 (ECORP). The Study Area analyzed encompasses the Project Site itself and a 1-mile buffer around the Project Site (ECORP, p. 12).

Ethnographic Setting

The Project area lies predominantly within the original territory of the Cahuilla. The Cahuilla spoke a Takic language. The Takic group of languages is part of the Uto-Aztecan language family. (ECORP, p. 8). Specific aspects of Cahuilla, ethnography and ethnohistory are discussed in the following paragraphs. The City of Riverside acknowledges that the City is the ancestral territory of also the Luiseno and Gabrieleno as well.

Subsistence and Domestic Resources

Cahuilla subsistence consisted of hunting, gathering, and fishing. Villages were often located near water sources, most commonly in canyons or near drainages on alluvial fans. Major villages were fully occupied during the winter, but during other seasons task groups made periodic forays to collect various plant foods, with larger groupings from several villages organizing for the annual acorn harvest. The use of several hundred species of plants used for food, building/artifact materials, and medicines has been recorded. The major plant foods included acorns, pinyon nuts, and various seed-producing legumes. These were

complemented by agave, wild fruits and berries, tubers, cactus bulbs, roots and greens, and seeds.

Hunting focused on both small to medium-sized mammals such as rodents and rabbits, and large mammals such as pronghorn sheep, mountain sheep, and mule deer. Hunting was done using the throwing stick or the bow and arrow, though nets and traps were also used for small animals. (ECORP, p. 9).

Shelter and Community Structures
Cahuilla buildings consisted of dome-shaped or rectangular houses, constructed of poles covered with brush and above-ground granaries. Other material culture included baskets, pottery, and grinding implements; stone tools, arrow shaft straighteners and bows; clothing (loincloths, blankets, rope, sandals, skirts, and diapers); and various ceremonial objects made from mineral, plant, and animal substances. (ECORP, p. 9).

NAHC Sacred Lands File Search and Native American Coordination Efforts

The NAHC Sacred Lands File search was negative and indicated no known presence of Native American cultural resources associated with the Project. The NAHC cautioned that the absence of specific site information does not indicate the absence of such resources, and recommended that other sources of cultural resources be contacted for information on Native American cultural resources. The NAHC provided a list of regional Native American tribal representatives who may have knowledge of cultural resources within the Project area. Tribal communities listed on the NAHC list included the Agua Caliente Band of Cahuilla Indians, Augustine Band of Cahuilla Mission Indians, Cabazon Band of Mission Indians, Cahuilla Band of Indians, Los Coyotes Band of Cahuilla and Cupeño Indians, Morongo Band of Mission Indians, Pala Band of Mission Indians, Pechanga Band of Mission Indians, Quechan Tribe of the Fort Yuma Reservation, Ramona Band of Cahuilla, Rincon Band of Mission Indians, Santa Rosa Band of Cahuilla Indians, Soboba Band of Luiseño Indians and Torres-Martinez Desert Cahuilla Indians. All of these tribes and tribal representatives were contacted by ECORP Consulting in February 2021. (ECORP, p. 16)

The Quechan Tribe of the Fort Yuma Reservation responded by email on February 17, 2021 and stated that the tribe had no comments on the Project and defers to other tribes. Rincon Band of Luiseño Indians responded by email on February 24, 2021, stating that Rincon does not have knowledge of cultural resources in the area; however, the tribe requested that an archaeological records search be completed and that the results of the records search be sent to the tribe. Agua Caliente Band of Cahuilla Indians responded on March 11, 2021 and stated that the Project Area is not located within Agua Caliente's traditional use area and deferred to other tribes regarding any consultation.(ECORP, p. 16).

5.2.2 Related Regulations

Federal Regulations

National Historic Preservation Act

Federally issued permits may require a project to be considered an "undertaking" per 36 CFR Section 800.16(y), subject to compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. The NHPA established a national policy for historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at the federal, state, and local levels. The NHPA authorized the expansion and maintenance of the National Register of Historic Places (NRHP), established the position of State Historic Preservation Officer, provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assisted Native American tribes in preserving their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP). (ECORP, pp. 2-4).

The NHPA established the NRHP as "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment" (36 CFR Section 60.2). The NRHP recognizes properties that are significant at the national, state, and local levels. If a cultural resource is determined to be an eligible historic property under 36 CFR Section 60.4, then Section 106 requires that the effects of the proposed undertaking be assessed and considered in planning the undertaking. Ordinarily, cemeteries, birthplaces, or graves of historic figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; and properties that are primarily commemorative in nature are not considered eligible for the NRHP, unless they satisfy certain conditions.

NRHP Criteria

Determination of NRHP eligibility for cultural resources prior to making a finding of effect is made according to the following criteria of evaluation (36 CFR 60.4):

> *The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of state and local importance that possess integrity of location, design, setting, materials, workmanship, feeling and association, and:*
>
> *A. that are associated with events that have made a significant contribution to the broad patterns of our history;*
>
> *B. that are associated with the lives of persons significant in our past;*
>
> *C. that embody the distinctive characteristics of a type, period, method of construction, or that represent the work of a master, or that possess high artistic*

values, or that represent a significant and distinguishable entity whose components may lack distinction; or

D. that has yielded, or is likely to yield, information important to prehistory or history.

A property must meet one or more of these specific criteria to qualify as a good representative of a significant historical theme or pattern. It must be associated with important historical events or persons (Criteria A and B); convey important technical, aesthetic, or environmental values (Criterion C); or have potential to provide important scientific or scholarly information (Criterion D). Unless a site is of exceptional importance, it is not eligible for listing in the NRHP until it is 50 years of age.

Associative values are identified within the context of local, regional, and national history. Historical research is required to evaluate significant historical associations under Criteria A, B, and C. Criterion D, which is most often applied to archaeological sites, requires specification in terms of an archaeological context and research design. In addition to archaeological research potentials, sites may possess public and ethnic values which should be considered when evaluating significance. Moreover, archaeological sites may have broader public significance insofar as they can serve to educate the public about important aspects of national, state, and local history. These criteria, by which the NRHP eligibility of a resource is judged, are essential because they "indicate what properties should be considered for protection from destruction or impairment" (36 CFR 60.2). Any action, as part of an undertaking, which could affect a significant cultural resource is subject to review and comment under Section 106 of the NHPA.

State Regulations

California Register of Historical Resources (Public Resource Code Section 5024.10 et seq.)
State law protects cultural resources by requiring evaluations of the significance of historical resources in CEQA documents. A cultural resource is an important historical resource if it meets any of the criteria found in Section 15064.5(a) of the State *CEQA Guidelines*. These criteria are similar to those used in federal law. The California Register of Historic Records (CRHR) is maintained by the state Office of Historic Preservation. Properties listed, or formally designated eligible for listing, on the NRHP are automatically listed on the CRHR, as are state historical landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

CRHR Criteria
For purposes of CEQA, a historical resource is any object, building, structure, site, area, place, record, or manuscript listed in or eligible for listing in the CRHR (California Public Resources Code [PRC] Section 21084.1). A resource is eligible for listing in the CRHR if it meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

The California Code of Regulations (CCR) further provides that cultural resources of local significance are CRHR-eligible (Title 14 CCR, Section 4852).

California Environmental Quality Act

CEQA requires the lead agency to determine whether the proposed development project will have a significant effect on the environment. According to CEQA Guidelines Section 15064.5(b), only those resources determined to be "historical resources," that is, listed or eligible for listing in the CRHR or determined a historical resource by the lead agency, are considered subject to potential significant adverse impacts. CEQA recognizes that historical resources are part of the environment, and that a project "that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment" (PRC Section 21084.1). The CEQA Guidelines state, "A project with an effect that may cause a substantial adverse change in significance of an historical resource is a project that may have a significant effect on the environment" (CEQA Guidelines Section 15064.5(b)). A "substantial adverse change" is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (CEQA Guidelines Section 15064.5(b)(1)). The significance of a historical resource is materially impaired when a project affects "those physical characteristics of an historical resource that convey its historical significance" (CEQA Guidelines Section 15064.5(b)(2)(a)).

Sections 21083.2 and 21084.1 of the CEQA Statute deal with the definitions of unique and non-unique archaeological resources and historical resources respectively. Section 21083.2 directs the lead agency to determine whether the project may have a significant effect on unique archaeological resources. If the lead agency determines that the project may have a significant effect on unique archaeological resources, the environmental impact report shall address the issue of those resources. Section 21084.1 directs the lead agency to determine whether the project may have a significant effect on historical resources, irrespective of the fact that these historical resources may not be listed or determined to be eligible for listing in the CRHR, a local register of historical resources, or they are not deemed significant pursuant to criteria set forth in PRC Section 5024.1(g).

Unique Archaeological Resources Criteria

CEQA requires the lead agency to consider whether a project will have a significant effect on unique archaeological resources and to avoid unique archaeological resources when feasible or mitigate any effects to less-than-significant levels per PRC Section 21083.2. The CEQA Statutes (PRC Section 21083.2(g)) define a unique archaeological resource as an

archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Human Remains

According to Section 15064.5 of the CEQA Guidelines, all human remains are a significant resource. This section also assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. These procedures are discussed within PRC Section 5097.

California Public Resources Code 5097.98

This statute addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the NAHC to resolve disputes regarding the disposition of such remains. It has been incorporated into Section 15064.5(e) of the CEQA Guidelines.

California Health and Safety Code Section 7052 and 7050.5

Section 7052 of the California Health and Safety Code states that disturbance of Native American cemeteries is a felony. Section 7050.5 of the California Health and Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are found to be Native American, the coroner must contact NAHC.

Assembly Bill 52, Impacts to Tribal Cultural Resources

AB 52, which became effective on July 1, 2015, added a new requirement to CEQA regarding tribal cultural resources. PRC Section 21084.2 establishes that a project with an effect that may cause a substantial adverse change in the significance of a Tribal Cultural Resource (TCR) is a project that may have a significant effect on the environment. To help determine whether a project may have such an effect, PRC Section 21080.3.1 requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. As a result of AB 52, the following must take place: 1) prescribed notification and response timelines; 2) consultation on alternatives, resource identification,

significance determinations, impact evaluation, and mitigation measures; and 3) documentation of all consultation efforts to support CEQA findings.

Under AB 52, if a lead agency determines that a project may cause a substantial adverse change to a TCR, the lead agency must consider measures to mitigate that impact. PRC Section 21074 provides a definition of "tribal cultural resources." In brief, in order to be considered a tribal cultural resource, or TCR, a resource must be either 1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or 2) a resource that the lead agency chooses, in its discretion supported by substantial evidence, to treat as a TCR. In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources or City Designated Cultural Resource. In applying those criteria, a lead agency shall consider the value of the resource to the tribe.

Assembly Bill 52 Consultation Process
Pursuant to AB 52 consultation, requests began (via e-mail and letters) on August 6, 2021 and were concluded on October 21, 2021. Two Tribes requested actual consultation with the City on this Project: the Gabrieleno Band of Mission Indians – Kizh Nation, and the Rincon Band of Luiseño Indians. The Gabrieleno Band of Mission Indians later declined to consult with the City. The Rincon Band of Luiseno Indians sent a letter to the City dated October 21, 2021.

Table 5.2-A– AB 52 Response Log

Native American Group (Individual Responding)	Comment
Gabrieleno Band of Mission Indians – Kizh Nation	• Requested Consultation; later Declined to Consult.
Soboba Band of Luiseño Indians	• Did not respond to request for consultation.
Pechanga Cultural Resources Department	• Did not respond to request for consultation.
Rincon Band of Luiseño Indians	• Requested Consultation; sent letter dated October 21, 2021 indicating consultation can conclude and requesting notification if the Project changes.
San Manuel Band of Mission Indians	• Did not respond to request for consultation.
Morongo Band of Mission Indians	• Did not respond to request for consultation.
Agua Caliente	• Did not respond to request for consultation.
Cahuilla Band of Indians	• Did not respond to request for consultation.
San Gabriel Band of Mission Indians	• Did not respond to request for consultation.

Source: City of Riverside

Local Regulations

Riverside General Plan 2025

The GP 2025 contains objectives and policies to protect cultural resources in the City in the Historic Preservation Element. One policy in the Historic Preservation Element pertains to Tribal Cultural Resources:

Policy HP-4.3: The City shall work with the appropriate tribe to identify and address, in a culturally appropriate manner, cultural resources and tribal sacred sites through the development review process.

Riverside Municipal Code

Title 20 of the Riverside Municipal Code is the primary body of local historic preservation laws. The purpose of Title 20 is to promote the public health, safety, and general welfare by providing for the identification, protection, enhancement, perpetuation and use of improvements, buildings, structures, signs, objects, features, sites, places, areas, districts, neighborhoods, streets, works of art, natural features, and significant permanent landscaping having special historical, archaeological, cultural, architectural, community, aesthetic, or artistic value in the City. Title 20 of the Riverside Municipal Code established procedures for preserving, protecting, and designating significant cultural resources should the resource be considered a historic/cultural resource. (RMC)

Chapter 20.50 defines eligible cultural resources as:

> *A cultural resource or historic district which has been determined by the Historic Preservation Officer or Qualified Designee, Board, or City Council to meet the City's designation criteria pursuant to a survey prepared by a professional meeting the Secretary of the Interior's standards which either documents the resource, records the resource on the State Department of Parks and Recreation survey forms, or has been so designated by the California State Historic Preservation Officer.*

Applications for eligible cultural resources are reviewed by the City's Cultural Heritage Board and ultimately approved by City Council. Further, in accordance with Title 20, a Certificate of Appropriateness is required to alter, demolish or relocate properties that are designated or determined eligible for designation as a City Cultural Resource. A Certificate of Appropriateness is also required for new construction within historic districts and neighborhood conservation areas. The Project does not meet these criteria, and as such, a Certificate of Appropriateness is not required for this Project.

Chapter 20.50 defines a landmark as:

> *Any Improvement or Natural Feature that is an exceptional example of a historical, archaeological, cultural, architectural, community, aesthetic or artistic heritage of the City, retains a high degree of integrity, and meets one or more of the following criteria:*

1. *Exemplifies or reflects special elements of the City's cultural, social, economic, political, aesthetic, engineering, architectural, or natural history;*
2. *Is identified with persons or events significant in local, state or national history;*
3. *Embodies distinctive characteristics of a style, type, period or method of construction, or is a valuable example of the use of indigenous materials or craftsmanship;*
4. *Represents the work of a notable builder, designer, or architect, or important creative individual;*
5. *Embodies elements that possess high artistic values or represents a significant structural or architectural achievement or innovation;*
6. *Reflects significant geographical patterns, including those associated with different eras of settlement and growth, particular transportation modes, or distinctive examples of park or community planning, or cultural landscape;*
7. *Is one of the last remaining examples in the City, region, State, or nation possessing distinguishing characteristics of an architectural or historical type or specimen; or*
8. *Has yielded or may be likely to yield, information important in history or prehistory.*

An Improvement or Natural Feature meeting one or more of the above criteria, yet not having the high degree of integrity to qualify as a Landmark, may qualify as a Structure or Resource of Merit (see subsection EE, below)

An Improvement or Natural Feature meeting one or more of the above criteria, yet not formally designated as a Landmark by the City Council, may be an eligible Landmark.

Chapter 20.50 defines a Structure or Resource of Merit as:

Any Improvement or Natural Feature which contributes to the broader understanding of the historical, archaeological, cultural, architectural, community, aesthetic, or artistic heritage of the City, retains sufficient integrity, and:

1. *Has a unique location or singular physical characteristics or is a view or vista representing an established and familiar visual feature of a neighborhood community or of the City*
2. *Is an example of a type of building which was once common but is now rare in its neighborhood, community or area;*
3. *Is connected with a business or use which was once common but is now rare;*
4. *A Cultural Resource that could be eligible under Landmark Criteria no longer exhibiting a high level of integrity, however, retaining sufficient integrity to convey significance under one or more of the Landmark Criteria;*

5. *Has yielded or may be likely to yield, information important in history or prehistory; or*
6. *An improvement or resource that no longer exhibits the high degree of integrity sufficient for Landmark designation, yet still retains sufficient integrity under one or more of the Landmark criteria to convey cultural resource significance as a Structure or Resource of Merit. (Ord. 7248 §5, 2014; Ord. 7206 §24, 2013; Ord. 7108 §1, 2010)*

5.2.3 Thresholds of Significance

The City has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. Therefore, significance determinations utilized in this section are from Appendix G of the State CEQA Guidelines. A significant impact will occur if implementation of the proposed Project will:

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
    a. (Threshold A) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resource Code section 5020.1(k); or
    b. (Threshold B) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

5.2.4 Project Design Features

Project design features refer to ways in which a project will reduce or avoid potential impacts through the design. The proposed Project does not include any design features with regard to tribal cultural resources.

5.2.5 Environmental Impacts before Mitigation

Threshold A: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resource Code Section 5020.1(k)

The proposed Project may potentially result in substantial adverse change in the significance of a tribal cultural resource, defined by PRC Section 21074 as it relates to historical resources in PRC Section 5020.1(k). However, as part of the Cultural Resource Inventory for the proposed

Project, the Project Site was analyzed for cultural resources. An archaeological literature and records search at the EIC of the CHRIS which resulted in the identification of 16 cultural resources and 28 previous cultural resource investigations within a one-mile wide buffer of the Project area. No resources were recorded within the Project boundaries. None of the Project area has been surveyed previously and none of the documented cultural resources are within the Project area. (ECORP, p.13). The results of the pedestrian survey indicated that the entire Project area has been developed or previously modified (i.e., graded), and no unmodified natural or native surfaces were apparent during the survey. (ECORP, pp. 16-17).

To determine if any known Native American cultural properties (e.g., traditional use or gathering areas, places of religious or sacred activity, etc.) are present within or adjacent to the Project site, ECORP contacted the Native American Heritage Commission (NAHC). The NAHC responded on January 20, 2021, indicating that the Sacred Lands File (SLF) search was completed with negative results (no cultural properties were found). The NAHC requested that Native American individuals and organizations be contacted to elicit information and/or concerns regarding cultural resource issues related to the proposed Project. A letter describing the Project and asking these individuals and organizations who are culturally and traditionally affiliated with the area, or who have expressed interest in the area, for their input was sent via mail on February 12, 2021. The following are Individuals/organizations contacted (ECORP, p. 16):

- Jeff Grubbe, Chairperson of the Agua Caliente Band of Cahuilla Indians
- Shane Chapparosa, Chairperson for the Los Coyotes Band of Cahuilla, and Cupeño Indians
- Patricia Garcia-Plotkin, Tribal Historic Preservation Officer for the Agua Caliente
- Denisa Torres, Cultural Resources Manager of Morongo Band of Mission Indians
- Amanda Vance, Chair Person of Augustine Band of Mission Indians
- Robert Martin, Chairperson of Morongo Band of Mission Indians
- Doug Welmas, Chairperson of Cabazon Band of Mission Indians
- Shasta Gaughen, Tribal Historic Preservation Officer of Pala Band of Mission Indians
- Daniel Salgado, Chairperson of the Cahuilla Band of Indians
- Mark Macarro, Chairperson of Pechanga Band of Luiseno Indians
- Paul Macarro, Cultural Resources Coordinator of Pechanga Band of Luiseno Indians
- Bo Mazzetti, Chairperson of Rincon Band of Luiseno Indians
- Manfred Scott, Acting Chairman of Quechan Tribe of the Fort Yuma Reservation
- Cheryl Madrigal, Tribal Historic Preservation Officer of Rincon Band of Luiseno Indians
- Jill McCormick, Historic Preservation Officer of Quechan Tribe of the Fort Yuma Reservation
- Lovina Redner, Tribal Chair of Santa Rosa Band of Cahuilla Indians
- John Gomez, Environmental Coordinator of Ramona Band of Cahuilla

- Joseph Hamilton, Chairperson of Ramona Band of Cahuilla
- Joseph Ontiveros, Cultural Resource Department of Soboba Band of Luiseno Indians
- Scott Cozart, Chairperson of Soboba Band of Luiseno Indians
- Michael Mirelez, Cultural Resource Coordinator of Torres-Martinez Desert Cahuilla Indians

In an email received by ECORP on February 17, 2021, Torres-Martinez Desert Cahuilla Indians the Agua Caliente Band of Cahuilla Indians noted that stated that the tribe had no comments on the Project and defers to other tribes.

In an email received by ECORP on February 24, 2021, Cheryl Madrigal of the Rincon Band of Luiseño Indians stated that they did not have knowledge of cultural resources in the area; however, the tribe requests that an archaeological records search be completed and that the results of the records search be sent to the tribe.

In a letter dated March 11, 2021, Arysa Gonzalez Romero of the Agua Caliente Band of Cahuilla Indians stated that the Project Area is not located within Agua Caliente's traditional use area and deferred to other tribes regarding any consultation.

Based on the EIC records search, review of aerial photographs, the intensive reconnaissance survey, NAHC response, and correspondence from the Native American tribes that responded, there are no known listed or eligible for listing tribal cultural resources on the Project Site.

However, in the event, a resource is inadvertently discovered during ground disturbance activities, implementation of mitigation measures **MM CULT 1 through MM CULT 3** as provided in Section 4 – Environmental Effects Found Not Significant Section of this EIR, would ensure impacts are reduced to less than significant.

As a result of the City's Tribal Consultation with the Rincon Tribe, the City will incorporate their standard cultural resource mitigation measures. Mitigation measure **MM TCR 1** will be incorporated in order to address the dispensation of any artifacts that may inadvertently be discovered during ground disturbing activities.

Thus, through implementation of mitigation measures **MM CULT 1 through MM CULT 3** as well as **MM TCR 1**, compliance with City policies, the proposed Project will not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe. Additionally, the Project is not listed nor eligible for listing of historic resources as defined by Public Resource Code section 5020.1(k). Therefore, impacts are less than significant with mitigation incorporated.

Threshold B: *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public*

Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 the lead agency shall consider the significance of the resource to a California Native American Tribe.

As discussed earlier, the City submitted the notification letters to nine (9) Native American individuals and organizations on the City's AB 52 Notification List on August 9, 2021. To date, the City has received two responses requesting consultation, and one tribe that initially requested consultation subsequently declined to consult, as shown above in **Table 5.2-A.**

Moreover, although the SLF search (received January 20, 2021) yielded negative results, the NAHC indicated that "the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area." The NAHC provided a list of 21 Native American individuals and suggested that the City contact them to obtain information or concerns regarding Native American cultural resources. A record of all correspondence is found in Appendix B of the Cultural Resources Inventory, which is included in Appendix A.5.1 of this DEIR. As a result of the City's consultation efforts, the City's standard mitigation measures for cultural resources and tribal cultural resources will be implemented during Project construction. Therefore, the Project would not cause an impact to known tribal cultural resources.

5.2.6 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (CEQA Guidelines, Section 15126.4). Implementation of the proposed Project will not result in any potentially significant impacts to tribal cultural resources. However, there is the potential that unknown resources on the Project site may have been obscured by pavement or other materials over the years. As such, the potential exists for unknown tribal cultural resources to be present and project construction activities may impact unknown tribal cultural resources within the Project disturbance area. As discussed in the Initial Study (Appendix A.5) and included in the EEFNS Section 4 of this EIR, mitigation measures **MM CULT 1**, **MM CULT 2**, and **MM CULT 3** will be implemented to reduce impacts to unknown cultural resources to less than significant with mitigation incorporated.

As a result of the Tribal Consultation with the Rincon Tribe, the City's standard mitigation measure related to the disposition of any uncovered artifacts that may be inadvertently discovered during ground disturbance will be incorporated as outlined below to reduce impacts related to tribal cultural resources to less than significant levels:

> **MM TCR 1: Treatment and Disposition of Cultural Resources:** In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project, the following procedures will be carried out for treatment and disposition of the discoveries:
>
> 1. Consulting Tribes Notified: within 24 hours of discovery, the consulting tribe(s) shall be notified via email and phone. The developer shall provide the city

evidence of notification to consulting tribes. Consulting tribe(s) will be allowed access to the discovery, in order to assist with the significance evaluation.

2. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on site or at the offices of the project archaeologist. The removal of any artifacts from the Project Site will need to be thoroughly inventoried with tribal monitor oversight of the process; and
3. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The Applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Riverside Community and Economic Development Department with evidence of same:
    a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed;
    b. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore will be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation;
    c. If more than one Native American tribe or band is involved with the project and cannot come to a consensus as to the disposition of cultural materials, they shall be curated at the Western Science Center or Museum of Riverside by default; and
    d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports

produced will be submitted to the City of Riverside, Eastern Information Center, and consulting tribes.

5.2.7 Environmental Impacts after Mitigation Measures are Implemented

As a result of the City's Tribal Consultation efforts, **MM TCR 1** will be incorporated in order to address the unlikely discovery of unknown tribal cultural artifacts during construction. Mitigation measure **MM TCR 1** provides the process of how any artifacts will be handled. Implementation of these mitigation measures will not result in residual environmental impacts.

5.2.8 References

In addition to other documents, the following references were used in the preparation of this section of the DEIR:

ECORP — ECORP Consulting, Inc., *Cultural Resources Inventory Kaiser Permanente Riverside Medical Center Expansion, Riverside County, California*, March 2021 (Initial Study Appendix C.)

GP 2025 FPEIR — City of Riverside, *General Plan 2025 Program Environmental Impact Report* (SCH# 2004021108), certified November 2007. (Available at https://riversideca.gov/cedd/planning/city-plans/general-plan-0, accessed October 7, 2021.)

NPS — National Park Service, *National Register Bulletin How to Apply the National Register Criteria for Evaluation*, revised 1997. (Available at https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf, accessed October 7, 2021.)

OHP — California State Parks Office of Historic Preservation, *California Register*, 2021. (Available at http://ohp.parks.ca.gov/?page_id=21238, accessed October 7, 2021.)

RMC — City of Riverside, Municipal Code, Title 20. (Available at https://library.municode.com/ca/riverside/codes/code_of_ordinances?nodeId=PTIICOOR_TIT20CURE, accessed October 7, 2021.)

6 OTHER CEQA TOPICS

The State *CEQA Guidelines* set forth several general content requirements for a Draft Environmental Impact Report (DEIR). Those applicable to the proposed Project include cumulative impacts (Section 15130); unavoidable adverse impacts (Section 15126(b)); irreversible changes (Section 15126.2(c)), and growth inducing impacts (Section 15126(d)). Section 15125(d) of the State *CEQA Guidelines* also requires an EIR to discuss any inconsistencies between the proposed Project and applicable general and regional plans. This section addresses each of these general requirements.

6.1 Cumulative Impact Analysis

6.1.1 Introduction

CEQA requires that an EIR examine the cumulative impacts associated with a project, in addition to project-specific impacts. The discussion of cumulative impacts must reflect the severity of the impacts and the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to a project alone (State *CEQA Guidelines Section* 15130(b)).

As stated in Section 15130(a) of the State *CEQA Guidelines*, an EIR "shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "Cumulatively considerable" means that "the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects as defined in Section 15130." (CEQA Guidelines*,* Section 15065(c.).) Section 15355 of the State *CEQA Guidelines* states that "cumulative impacts" occur from "…the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."

The EIR must examine "reasonable options for mitigating or avoiding any significant cumulative effects of a proposed project" (State *CEQA Guidelines* Sections 15130(a)(3) and 15130(b)(5)). Assessment of Cumulative Impacts).

All impacts have been assessed for Cumulative Impacts in the Initial Study (Appendix A.5), expect for Transportation and Tribal Cultural Resources which are discussed below. State *CEQA Guidelines* Section 15130(b)(1) requires that a discussion of cumulative impacts be based on either a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency ("the list method"); or a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or

certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact ("summary of projections method").

This EIR utilizes the "summary of projections method." State *CEQA Guidelines* Section 15130(d) states that, "Previously approved land use documents such as general plans, specific plans, and local coastal plans may be used in cumulative impact analysis. A pertinent discussion of cumulative impacts contained in one or more previously certified EIRs may be incorporated by reference pursuant to the provisions for tiering and program EIRs. No further cumulative impact analysis is required when a project is consistent with a general, specific, master, or comparable programmatic plan where the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have been adequately addressed, as defined in Section 15152(f), in a certified EIR for that plan." Additionally, if a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact. (State *CEQA Guidelines* Section 15130(e).)The cumulative impact analysis considers total development within the City (per General Plan 2025, implementation of the Housing Element Update, plus regional growth consistent with the SCAG RTP/SCS (*Connect SoCal*).

6.1.2 Transportation

The geographic context for an analysis of cumulative transportation impacts considers total development within the City (per General Plan 2025), implementation of the Housing Element Update, plus regional growth consistent with *Connect SoCal* (the SCAG 2020-2045 RTP/SCS. There are two transportation thresholds evaluated in Section 5.1 of this DEIR: (A) conflicts with a program, plan, ordinance, or policy addressing the circulation system and (B) conflict or be inconsistent with State *CEQA Guidelines* section 15064.3, subdivision(b). Cumulative impacts are discussed separately for each threshold.

A. Conflict with program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Implementation of the Project along with buildout per the General Plan 2025 and Housing Element Update would not conflict with adopted policies, plans, or programs. The General Plan 2025 and Housing Element Update policies include focusing future development near existing transportation corridors, ensuring land uses are supported by an efficient local roadway network, and supporting alternative modes of transportation such as walking, biking, and transit. These policies support, rather than conflict with, policies, plans, and programs concerning alternative transportation, thereby limiting impact of the proposed Project and other projects within the City. Because the Project's land uses are consistent with those identified in the General Plan 2025, the Project's contribution to a cumulative impact regarding conflicts with a program, plan, ordinance, or policy addressing the circulation system is less than significant.

B. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Kaiser Permanente operates a nation-wide system of medical facilities. Kaiser Permanente's patients may receive services at any Kaiser Permanente facility. If the Kaiser Permanente facility closest to a given patient's home or place of employment does not have the needed service or capacity for the service needed, the patient will be served at another facility. Because the Kaiser Permanente Riverside Medical Center is currently deficient in hospital capacity, patients drive to regional Kaiser facilities to avail themselves of services due to capacity issues or unavailability of required services at the Riverside facility. Since patients residing in the City travel to the Fontana Medical Center, Orange County Anaheim Medical Center, Ontario Medical Center, and Moreno Valley Medical Center to access different medical services such as Emergency Department (ED), Operating Rooms (OR), In-patient Facility (IP), Intensive Care Unit (ICU), and Neonatal Intensive Care Unit (NICU), the geographic scope for cumulative VMT impacts are the areas served by Kaiser-Permanente's Fontana, Anaheim, Ontario, and Moreno Valley Medical Centers as shown on **Figure 5.1-1 –Regional Kaiser Facilities**, which is located within the SCAG region. The VMT Analysis is included as Appendix B of this DEIR.

As documented in the VMT Analysis, implementation of the proposed Project would result in the rerouting of trips from patients residing in Riverside's zip code areas from Kaiser's Regional Facilities to the Project Site as shown on VMT Analysis Figures 2-4A, 2-4B, and 2-4C.) Rerouting patients within Riverside zip codes to the Kaiser Permanente Riverside Medical Center location would result in a total reduction of 156,218 patient-generated VMTs within the regional service area as summarized in **Table 6-A – Project-Related Changed in Patient-Generated VMT**.

Table 6-A – Project-Related Changed in Patient-Generated VMT

Department/Service	Number of Visits / Admits	VMT Reduction
Emergency Department Visitations (Refer to VMT Analysis Table 2-A and Figure 2-4A)	7,715	127,298
Operating Room Service Changes (Refer to VMT Analysis Table 2-B and Figure 2-4B)	1,699	28,228
In-patient Facility Service Changes (Refer to VMT Analysis Table 2-C and Figure 2-4C)	6,027	692
	Total VMT Reduction:	**156,218**

Source: LSA-A, Tables 2-A, 2-B, and 2-C)

The VMT Analysis conservatively assumes the 746 new Project-generated employees would represent new VMTs to the Project Site. However, if expansion does not occur at the Riverside

Medical Center, other Kaiser facilities would have to be expanded or constructed at a new location within the regional service area to serve existing and future patient's needs. As shown on VMT Analysis Figure 2-6D – All Employee Residence, the majority of Kaiser employees reside within the SCAG region. Thus, it is reasonable to expect that any new Kaiser employees would also reside in the SCAG region.

Regarding cumulative VMT impacts, the City's TIA/VMT guidelines state, "…*cumulative no project shall reflect the adopted RTP/SCS; if a project is consistent with the regional RTP/SCS, then the cumulative impacts shall be considered less than significant subject to consideration of other substantial evidence.*" However, because the Project, in combination with other projects in the City and SCAG region, will result in an increase in VMT within the City and SCAG region attributable to the fact that the Project will increase employment within the City and other development within the City and SCAG region will increase population and employment, cumulative impacts regarding VMT are considered significant.

As discussed in Section 5.1.7, the proposed Project will implement mitigation measures **MM TRAN 1** through **MM TRAN 13**, which could reduce the Project's VMT by between approximately 4.5 and 52 percent. However, even with these reductions, which are not guaranteed, the Project would still increase VMT and this impact is considered significant and unavoidable. Additionally, given the uncertainty in some components that influence VMT (such as the cost of fuel) combined with the City's inability to influence other measures that would have the largest effect on VMT (such as implementation of a VMT tax or an increase in the fuel tax), the effectiveness of Transportation Demand Management measures to mitigate VMT cannot be guaranteed to reduce impacts and the impact is considered significant and unavoidable. The Project's increase in VMT combined with other projects within the City and SCAG region would result in a significant unavoidable cumulative impact to VMT.

6.1.3 Tribal Cultural Resources

The geographic scope for an analysis of cumulative impacts on tribal cultural resources (TCRs) includes the City, the larger region encompassing the City, and several surrounding cities and communities that compose the settled area of the various Native American tribes that inhabited this region. A cumulatively considerable impact on TCRs would result if, in combination with build-out of the past, present, and reasonably foreseeable future plans, the Project's incremental contribution to significant cumulative TCR impacts would be considerable.

The impacts from past development projects on TCRs is unknown; however, they are assumed to have occurred, as cultural resource laws and regulations were not in place when much of the City was developed. TCRs can be sites, features, places, cultural landscapes, or sacred places, and it is assumed that such features existed within the boundaries of the City. Given the known existence of TCRs through oral histories and statements from Native American tribes that occupied and continue to occupy this region, it is assumed that some TCRs may have been affected by past development. While individual present and future projects may not affect known TCRs, it is possible that currently unknown TCRs such as buried archaeological

sites, sacred features, or as-yet-undefined cultural landscapes could be affected. The possibility that the Project and subsequent development within the geographic context could affect currently unknown TCRs, in combination with the impacts of past projects which are assumed to have occurred, would result in a potential cumulative impact on TCRs.

Demolition and construction of new structures associated with proposed Project and other development within the geographic context could include varying depths of excavation and ground disturbance. If ground-disturbing activities were to occur in areas identified as sensitive by Native American tribes, these activities could damage or destroy TCRs, which would be a significant impact.

As discussed in Section 5.2 – Tribal Cultural Resources, although no TCRs have been identified as being present on or in proximity to the Project Site, there is the potential that unknown resources on the Project Site may have been obscured by pavement or other materials over the years. As such, the potential exists for unknown tribal cultural resources to be present and Project construction activities may impact unknown tribal cultural resources within the Project disturbance area. As discussed in the Initial Study (Appendix A.5) and included in Section 4 – Environmental Effects Found Not to be Significant of this DEIR, mitigation measures **MM Cult 1**, **MM Cult 2**, and **MM Cult 3** will be implemented to reduce impacts to unknown cultural resources to less than significant with mitigation incorporated. As discussed in Section 5.2.6, the Project will also implement the City's standard mitigation measure **MM TCR 1**.

While a significant cumulative impact on TCRs would occur within the geographic context, these mitigation measures would reduce the Project's effects on TCRs to the extent the Project's contribution to the cumulative impact would not be cumulatively considerable.

6.2 Significant Unavoidable Adverse Impacts

This topic is intended to address any significant impacts that cannot be mitigated to below a level of significance (State *CEQA Guidelines* Section 15126.2). As discussed in Section 5.1 – Transportation and Section 6.1.2 above, even with implementation of mitigation measures **MM TRANS 1 through MM TRANS 13** the proposed Project will result in Project-specific and cumulatively significant unavoidable impacts to vehicle miles traveled.

6.3 Growth Inducing Impacts

According to State *CEQA Guidelines* Section 15126.2(e), a project may foster economic or population growth, or additional housing, either indirectly or directly, in a geographical area if it meets any one of the following criteria:

- A project would remove obstacles to population growth;
- Increases in the population may tax existing community service facilities, causing significant environmental effects; or

- A project would encourage and facilitate other activities that could significantly affect the environment.

As discussed under the Population and Housing subheading in Section 4, Environmental Effects Found Not to be Significant of this Draft EIR and Initial Study threshold 14, Population and Housing, the proposed Project would require approximately 746 new full-time employees. Although it is likely that the majority of new employees would already be living in the City or surrounding communities, it is possible that some employees would move to the City. Assuming an average household size of 3.28 persons, the Project could, at most, result in an indirect population increase of approximately 2,446 persons.

Connect SoCal is the 2020-2045 Regional Transportation Program and Sustainable Communities Strategy (RTP/SCS) prepared by the Southern California Association of Governments (SCAG). Connect SoCal establishes population, housing, and growth trends for the City, Riverside County, and SCAG region. SCAG growth forecasts in Connect SoCal estimate the City's population to reach 395,800 persons by 2045, representing a total increase of 70,500 persons between 2016 and 2045. The Project's highest potential indirect population growth (2,446 persons) represents approximately 3.5 percent of the City's anticipated population increase by 2045, and less than one percent of the City's total projected 2045 population. (SCAG, p. 39; IS, pp. 83–84.)

Connect SoCal employment forecasts estimate the City's employment to reach 188,700 jobs by 2045, representing a total increase of 43,300 jobs between 2016 and 2045. The approximately 746 Project-generated jobs represent approximately 1.7 percent of the City's anticipated jobs increase by 2045, and less than one half of one percent of the City's total projected 2045 employment. Since the Project is consistent with the Typical Growth Scenario of the GP 2025, it is not reasonably foreseeable that the Project would cause the GP 2025 buildout population or employment forecasts to be exceeded. (SCAG, p. 39; IS, pp. 83–84, 91.)

Implementation of the proposed Project does not require the provision or extension of utilities that could serve future development. Off-site waterline and storage upgrades are not required to supply water to the Project as the existing water system has adequate capacity. The Project would expand the sewer conveyance system on the Hospital Expansion Site and connect the new facilities to the existing sewer system. Based on the Project's estimated wastewater generation of approximately 41,638 gallons per day (gpd), modeling results suggest that under existing and buildout conditions, the Project would not exceed permissible limits of downstream wastewater infrastructure including the Pierce Street Pump Station which conveys flows from the hospital to the Riverside Water Quality Control Plant (RWQCP) for treatment. Based on the analysis in *Sewer Study Report*[1] prepared for the Project, the RWQCP has sufficient capacity to serve the Project. (IS, p. 91).

[1] The *Sewer Study Report is* Appendix J to the Initial Study, which is Appendix A.4 of this DEIR.

The existing storm drain system at the Hospital Expansion Site would be expanded as part of the Project (refer to **Figure 3-12 - BMP Plan**). This expansion is to handle on-site flows so there would be no increase in stormwater runoff with the implementation of the proposed Project. Each of the off-site parking lots will include water quality bioretention basins that will treat stormwater prior to discharge into existing storm drains in Magnolia Avenue. Therefore, no off-site improvements to the existing stormwater system would be required. (IS, p. 91).

The Project Site is located in a highly developed area that is fully served with all utilities. The Project does not include or require utility infrastructure that accommodate growth or development beyond what is proposed. Additionally, the Project does not open any large undeveloped areas for new uses. Therefore, direct and indirect growth-inducing impacts would be less than significant.

6.4 Significant Irreversible Environmental Changes which would be Involved in the Proposed Project Should it be Implemented

The intent of this section of this DEIR is to discuss primary and secondary impacts of the proposed Project that result in significant irreversible changes in the environment. State *CEQA Guidelines* Section 15126.2(d) identifies, as examples, such things as use of nonrenewable natural resources, irreversible changes in land use, and irreversible damage to the environment resulting from environmental accidents associated with a project.

Nonrenewable resources, such as gravel and steel, will be consumed during Project construction. Energy, fossil fuels, oils, and natural gas will be irreversibly committed during Project construction. These same resources are used for vehicles traveling to and from the Project Site and energy used to operate the Project. The continued use of these resources associated with Project operations represents a long-term obligation. The energy consumed in construction and operation of the Project may be considered a permanent investment. However, the Project will use “green” building materials, where feasible, to reduce impacts to nonrenewable resources. In accordance with Kaiser Permanente’s long-term environmental stewardship goals, the proposed hospital tower and diagnostic and treatment building would be constructed to meet or exceed the LEED Gold performance standards. Because the LEED certification program does not include parking structures, the proposed parking structure would be designed and constructed in accordance with the rating system and performance standards for certification under the Green Garage Certification Program, which is the parking industry’s equivalent of LEED certification, provided by the Green Parking Council, an affiliate of the International Parking Institute.

The Project would also be designed to meet or exceed requirements of the most current version of the Title 24 and CALGreen Building Codes. Energy-saving features incorporated into the proposed Project are anticipated to include low-impact design features such as drought-tolerant landscaping, low water and recycled water irrigation systems, energy-saving lighting,

mechanical systems, low-flow plumbing fixtures and fittings, and transportation-related sustainability features, such as EV charging stations and bicycle facilities.

Because the Project would incorporate energy efficiency features in an effort to conserve energy over the life of its operation, the proposed Project would not result in long-term significant energy use.

6.5 Consistency with Regional Plans

Section 15125(d) of the CEQA Guidelines also requires an EIR to "to discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans." The regional plans applicable to the proposed Project are the GP 2025, the Air Quality Management Plan (AQMP), the Congestion Management Plan, the MASP, the MSHCP, the, Riverside Restorative Growthprint, and *Connect SoCal*. The following table identifies the location in which each of these plans is discussed in the DEIR.

Table 6-B – Location in the DEIR in which Consistency with Regional Plans is Discussed

Plan	Location of Discussion
GP 2025	Appendix A.4 (Initial Study) Section 5.1.2 (Transportation/Traffic, Related Regulations)
AQMP	Appendix A.4 (Initial Study)
Congestion Management Plan	Section 5.1.2 (Transportation/Traffic, Related Regulations, Congestion Management Plan)
MASP	Section 3. (Project Description) Section 5.1.1 (Transportation, Setting) Appendix A.5 (Initial Study)
MSHCP	Appendix A.5 (Initial Study)
Riverside Restorative Growthprint	Appendix A.5 (Initial Study)
Stephen's Kangaroo Rat Habitat Conservation Plan	Appendix A.5 (Initial Study)
TUMF	Section 5.1.2 (Transportation, Related Regulations, Western Riverside County Transportation Uniform Mitigation Fee)
Connect SoCal (2020-2045 RTP/SCS)	Section 5.1.6 (Transportation, Environmental Impacts Before Mitigation)

The Project does not entail the construction of new housing, the need for replacement housing, nor would it result in an indirect need for housing; thus no discussion of any housing plan is required.

6.6 References

In addition to other documents, the following references were used in the preparation of this section of the DEIR:

GP 2025 FPEIR — City of Riverside, *General Plan 2025 Program Environmental Impact Report* (SCH# 2004021108), certified November 2007. (Available at City of Riverside, Planning Department.)

LSA-A — LSA Associates, Inc., *Vehicle Miles Traveled, Kaiser Permanente Riverside Medical Center Expansion*, October 2021. (Appendix B)

HPSEJ EIR — City of Riverside, *Housing and Public Safety Element Updates and Environmental Justice Policies Draft Environmental Impact Report* (State Clearinghouse No. 2021040089, July 2021. (Available at https://riversideca.gov/cedd/sites/riversideca.gov.cedd/files/pdf/planning/2021/Housing_Element/Draft_EIR_Vol1_07_19_21.pdf, accessed December 1, 2021.)

7 ALTERNATIVES TO THE PROPOSED PROJECT

The following discussion considers alternatives to implementation of the Project. The discussion examines the potential environmental impacts resulting from each alternative. Through comparisons of these alternatives to the Project, the relative advantage(s) of each can be weighed and analyzed.

CEQA Guidelines Section 15126.6 identifies the parameters within which consideration and discussion of alternatives to the proposed Project should occur. As stated in this section of the guidelines, alternatives must focus on those that would feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project.

7.1 Project Objectives

As stated previously in Section 3.2.6 of the DEIR, the objectives of the proposed Project are:

1. Expand the Kaiser Permanente Riverside Medical Center campus through the construction and operation of new medical facilities in order to accommodate future growth of Kaiser members and the need to provide additional medical services that benefit the community.
2. Develop a comprehensively planned, integrated medical campus within the existing hospital campus boundaries by facilitating construction of a new five story hospital tower with 359-hospital-licensed bed buildout capacity, and increasing services for Newborn Intensive Care Unit (NICU), operating rooms, perioperative services, diagnostic and treatment, increased emergency services and ancillary services to keep pace with increasing population growth in the City and the region.
3. Allow members to access a full suite of medical services nearer to their homes and workplaces.
4. Optimize the use of development potential on the existing Medical Center property.
5. Accommodate Medical Center expansion to continue without interruption, while offering all current medical services and 24/7 emergency services.
6. Maximize the number of single-occupancy in-patient hospital rooms in order to meet modern standards and expectations.
7. Increase member parking to meet current and projected future demand.
8. Increase employment opportunities in healthcare, by expanding personnel in specialty healthcare departments.
9. Implement the vision, objectives and policies of the Magnolia Avenue Specific Plan by enhancing the role of the La Sierra District as a major employment center in the City.

10. Redesign internal circulation in order to implement safety, provide enhanced health and wellness and create a seamless flow between pedestrians and vehicle traffic.
11. Continue to provide employee parking to medical center staff during construction by introducing off-site parking lots with shuttle support during construction.
12. Incorporate sustainable green building design features developed by the Leadership in Energy and Environmental Design (LEED) to meet and exceed the LEED Gold performance standards and Kaiser Permanente's long-term environmental stewardship goals.

7.2 Summary of the Project's Significant Unavoidable Impacts

The analysis in Section 5.0 determined that even with implementation of mitigation measures, significant environmental impacts will result from the operation of the proposed Project. To satisfactorily provide the CEQA-mandated alternatives analysis, the alternatives considered must reduce any of the following Project-related significant unavoidable impacts:

- Transportation: The project will result in significant unavoidable impacts related to generation of VMT because the net total VMT of the City with the project is higher than the net total VMT of the City without the Project. Specifically, the employee trips associated with the Project generate VMT over the City's standards.

7.3 Rationale for Alternatives Selection

CEQA Guidelines Section 15126.6(a) requires that an EIR "…describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." According to this section of the *CEQA Guidelines*, "…an EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation." An EIR is not required to consider alternatives that are infeasible. The City, as lead agency, is responsible for selecting a range of Project alternatives for examination, and there is no ironclad rule governing the nature, number, or scope of the alternatives to be discussed other than the "rule of reason" (*CEQA Guidelines* Section 15126.6 (a)). Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to an alternative. (*CEQA Guidelines* Section 15126.6 (f)(1)).

With respect to the selection of alternatives to be considered in an EIR, *CEQA Guidelines* Section 15126.6(b) states "…the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant

effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." That is, each alternative must be capable of avoiding or substantially lessening any significant effects of the proposed Project.

The rationale for selecting the alternatives to be evaluated, and a discussion of the "no project" alternative are also required (State *CEQA Guidelines*, Section 15126.6(e)). The "no project" alternative would be no change from the existing uses (existing Medical Center and surface parking lot). The other alternatives evaluated in this DEIR were selected based on their ability to reduce or avoid vehicle miles traveled impacts.

7.4 Alternatives Rejected from Further Consideration

Section 15126.6(c) of the *CEQA Guidelines* specifies that an EIR should identify alternatives that were considered by the lead agency, but were rejected during the scoping process and identify the reasons for eliminating the alternatives from further consideration. Section 15126.6(c) further indicates that a lead agency may eliminate an alternative from detailed consideration in an EIR if it fails to meet the basic Project objectives, is infeasible, or does not avoid significant environmental impacts. One such alternative was considered and rejected by the City.

7.4.1 Alternative Project Location

Pursuant to *CEQA Guidelines* Section 15126.6(f)(2), alternate sites should be evaluated, if any feasible sites exist, where significant impacts can be lessened.

An alternative site for the hospital expansion Project would not be logical and would not meet the basic project objectives. Kaiser has identified the need as outlined in the Project Objectives, to expand hospital services at the current hospital location, including increasing the number of emergency room, operating room and recovery room beds at the Riverside Medical Center Hospital Expansion location (10800 Magnolia Avenue) in order to support the growing population and service demands in the localized region.

While Kaiser does have multiple facilities and medical office buildings throughout the Inland Empire area (e.g. Fontana, Moreno Valley, Murrieta) as outlined on **Figure 7-1 – Regional Kaiser Facilities**, and a few others located in the City of Riverside, the Riverside location at 10800 Magnolia Avenue is the main Kaiser hospital in Western Riverside County. Comprehensive, "one stop shop" services are currently offered at this location. Currently there is a deficiency in the hospital capacity at the Riverside location. Specifically, different Kaiser hospitals in the region are used by patients for emergency room services, operating rooms, intensive care units, and neonatal intensive care units. Therefore, an alternative location for these facilities is already being utilized and will not fix the underserved population at the Riverside Medical Center Hospital location.



SOURCE: ESRI STREETMAP, 2013; GOOGLE EARTH, 2019.

SCALE: NOT TO SCALE

ALBERT A. WEBB ASSOCIATES

FIGURE 7-1 REGIONAL KAISER FACILITES

KAISER PERMANENTE RIVERSIDE MEDICAL CENTER HOSPITAL EXPANSION

Selecting another offsite location or utilizing other off-site facilities for the same care facilities being offered by the Project would not be feasible and would be an inefficient use of systems already in place at the current site to support the Project. Hence, the Project Objectives would not be satisfied by dispersion of services and facilities.

Furthermore, use of an alternative site or sites for the uses within the Project would not minimize the significant VMT impact, and in fact may well exacerbate it and increase its severity. Existing patients are taking extra trips throughout the region in order to obtain services that could be all located within one facility, and vehicle miles traveled impacts would increase by having patients travel to multiple locations for services. The expansion of the hospital and having comprehensive services, especially emergency room, operating room, and recovery rooms expanded in one location, will shorten member trips in the region, thereby reducing trips and hence emissions. The only identified VMT impact of the Project stems from employee trips and applying conservative assumptions to the number and length of such trips. The same assumptions as to employee need, and employee trips, would pertain to an alternate site or sites for Project facilities, thus resulting in the same employee VMT effects as with the Project, but likely without the VMT reduction from the Project's consolidation of patient services. There is thus every reason to believe that an alternate site option would increase VMT impacts.

Lastly, placing the parking garage within the footprint of the existing surface parking lot close to the Medical Center and Hospital is important for servicing the existing and proposed Project site. Moving the parking garage offsite would create additional transportation demand creating additional traffic and safety impacts.

Regarding tribal cultural resources, there is no reason to believe potential impacts would be any different that those associated with the Project site if the proposed Project were to be constructed elsewhere.

For these reasons, an alternative site for the expansion of the hospital and parking structure was rejected as being infeasible and would not result in reduced impacts compared to the Project.

7.5 Description of Alternatives Evaluated in the DEIR

This section of the DEIR presents the analysis of two alternatives in comparison to the potential environmental effects associated with the proposed Project. In accordance with *CEQA Guidelines* Section 15126.6(d), the discussion of the environmental effects of the alternatives may be less detailed than the discussion of the impacts of the proposed Project. Following a description of each alternative is a discussion of potential impacts to each of the environmental topics evaluated in this DEIR. A comparison of alternatives matrix is presented in Section 7.6.

7.5.1 Alternative 1: No Project/Alternative

Pursuant to *CEQA Guidelines* Section 15126.6(e)(3)(B), the No Project Alternative for a development project on identifiable property is the circumstance under which the proposed Project does not proceed, and the discussion of the No Project Alternative must compare the environmental effects from the Project Site remaining in its existing state, versus the environmental effects that would occur if the proposed Project is approved. Accordingly, under the No Build Alternative, the Hospital Expansion site and Off-Site Areas 1 and 2 would remain in their existing condition and expansion of the existing medical facility as well as the construction of the parking structure would not occur.

Evaluation of Alternative 1: No Project/No Expansion

The two sections included in this EIR discussing potential significant impacts are Transportation and Tribal Cultural Resources. Therefore, the comparative analysis for Alternative 1 will be based on these two sections only.

Transportation

The Project will result in new employees being added to the Kaiser Permanente Riverside Medical Center due to the expansion of services from increasing demand for medical services through the region. If the Project were not approved, and Alternative 1 No Project/No Expansion is implemented, there could still be new employee trips generated throughout the region to other Kaiser Permanente locations because the services are still needed. However, these employee trips would not be to the Riverside location under the No Project/No Expansion Alternative Impacts within the City under the No Project/No Expansion would be less than the Project and would not be significant within the City. However, within the region, without the Project, patient VMT would not decrease as the patients would have to be served elsewhere. Employee trips would still occur at other Kaiser Permanente facilities. Therefore, the No Project/No Expansion Alternative would likely result in less impact from VMT when compared to the Project given the City's impact threshold of significance that focuses on VMT within the City; however, Alternative 1 not decrease VMT impacts in the region due to the need for patients to drive elsewhere for services not provided at the Kaiser Permanente Riverside Medical Center and the need for employees to serve those patients in the other locations.

Tribal Cultural Resources

The Alternative 1-No Project condition would not involve the City making a discretionary action, and no physical construction would occur, therefore, AB52 Tribal Consultation would not be triggered. Therefore this Alternative would not result in any impacts to existing or unknown tribal cultural resources as the existing medical center and hospital would stay in operation.

Relationship to Project Objectives

Under Alternative 1 it is assumed no expansion would occur. **Table 7-A – Alternative 1 (No Project Alternative) Ability to Meet Project Objectives** identifies the Project objectives and whether or not Alternative 1 meets each objective.

Table 7-A – Alternative 1 (No Project Alternative)
Ability to Meet Project Objectives

Project Objective	Alternative Meets Objective?
Expand the Kaiser Permanente Riverside Medical Center campus through the construction and operation of new medical facilities in order to accommodate future growth of Kaiser members and the need to provide additional medical services that benefit the community.	**No.** Alternative 1 will not develop and operate the expanded hospital facilities serving the Riverside community. Alternative 1 will not accommodate the future growth for Kaiser members.
Develop a comprehensively planned, integrated medical campus within the existing hospital campus boundaries by facilitating construction of a new five story hospital tower with 359-hospital-licensed bed buildout capacity, and increasing services for Newborn Intensive Care Unit (NICU), operating rooms, perioperative services, diagnostic and treatment, increased emergency services and ancillary services to keep pace with increasing population growth in the City and the region.	**No.** Alternative 1 will not develop and operate an integrated expanded facility serving the increased population growth in the City and the region.
Allow members to access a full suite of medical services nearer to their homes and workplace.	**No.** Alternative 1 will not allow members to access full suite of medical services as those would need to be offered at other Kaiser locations under this Alternative.
Optimize the use of development potential on the existing Medical Center property.	**No.** Alternative 1 will not optimize the development potential of the existing site.
Accommodate Medical Center expansion to continue without interruption, while offering all current medical services and 24/7 emergency services.	**No.** Although the Medical Center would continue to operate without interruption, Alternative 1 will not allow for the expansion along with the continued operation of the current facility.
Maximize the number of single-occupancy in-patient hospital rooms in order to meet modern standards and expectations.	**No**. Alternative 1 will not allow for the maximization of the single-occupancy hospital rooms.
Increase member parking to meet current and projected future demand.	**No.** Alternative 1 will not increase member parking.

Project Objective	Alternative Meets Objective?
Increase employment opportunities in healthcare, by expanding personnel in specialty healthcare departments.	**No.** Alternative 1 will not increase employment opportunities in healthcare.
Implement the vision, objectives and policies of the Magnolia Avenue Specific Plan by enhancing the role of the La Sierra District as a major employment center in the City.	**No.** Alternative 1 will not facilitate the Magnolia Avenue Specific Plan objectives as it would not add more jobs.
Redesign internal circulation in order to implement safety, provide enhanced health and wellness and create a seamless flow between pedestrians and vehicle traffic.	**No.** Alternative 1 would not modify internal circulation to improve flow between pedestrians and vehicles.
Continue to provide employee parking to medical center staff during construction by introducing off-site parking lots with shuttle support during construction.	**No.** Alternative 1 will not provide employee parking in off-site lots.
Incorporate sustainable green building design features developed by the Leadership in Energy and Environmental Design (LEED) to meet and exceed the LEED Gold performance standards and Kaiser Permanente's long-term environmental stewardship goals.	**No.** Alternative 1 will not allow for the incorporation of LEED Gold performance standards.

Alternative 1 Conclusion

Alternative 1 would not meet any of the Project Objectives, and certainly not the basic objectives of the Project. Section 15126.6(f)(1) of the *CEQA Guidelines* states that among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability and economic viability; Alternative 1 is neither suitable for the social or economic conditions for the City as the region overall is experiencing population demand for more medical services than can currently be served at the existing Riverside location. With the No Project, Alternative 1, no expansion of facilities would occur at the Riverside location, which could create the need to accelerate the expansion of other regional Kaiser facilities elsewhere. The No Project, Alternative 1, would result in no VMT impacts within the City, as existing trips within the City would not exceed the City's threshold of significance. Existing regional trips by patients, and therefore VMT, would also continue at existing levels, while the Project would reduce regional VMT. Employee VMT would also continue at existing levels. VMT would likely remain the same at the Project location and result in no net change in VMT impacts within the City. Regional VMT would not be reduced, but would remain consistent with current levels.. Nevertheless, the No Project Alternative 1 fails to meet the basic Project Objectives and is therefore infeasible.

7.5.2 Alternative 2 – Reduced Intensity Alternative

Since the intent of the Alternatives analysis is to explore alternatives to the Project that would lessen the significant impacts from the Project, the focus of Alternative 2 – Reduced Intensity Alternative would be to attempt to reduce the project VMT. Under the Reduced Intensity Alternative, the proposed Project would instead entail the construction of facilities half the size of the Proposed Project. Specifically, Alternative 2 would include reducing the size of the Hospital Tower and Diagnostics and Treatment buildings by half and not constructing the parking garage (refer to **Table 7-B – Alternative 2 – Reduced Intensity Alternative**) in order to reduce VMT impacts by approximately half of the proposed Project. Under this Alternative, as shown on **Table 7-C – Project vs. Alternative 2 Net Daily VMT Change** on the following page, the VMT generated would be approximately half of the Project VMT of 9,316 Daily VMT which would be 4,658 Daily VMT. The number of new hospital beds envisioned for this Alternative would also be reduced by approximately half from the Proposed Project. The off-site parking lots proposed by the Project would also not occur under this Alternative 2.

Table 7-B – Alternative 2 – Reduced Intensity Alternative

Hospital Expansion Component	Proposed Project	Alternative 2
New Hospital Beds	152	76
New Hospital Tower (sf)	175,968	90,237
New D&T Building (sf)	115,526	57,763

Evaluation of Alternative 2

The two sections included in this EIR discussing potential significant impacts are Transportation and Tribal Cultural Resources. Therefore, the comparative analysis for Alternative 2 will be based on these two sections only.

Transportation

Alternative 2 would reduce the project scope by half, resulting in reduction in the Project's VMT generated by new employees. Daily VMT generated under the Reduced Intensity Alternative would be approximately half of the Project's Daily VMT of 9,316, and thus would be 4,658 Daily VMT. However, the reduction would not reduce the amount of employee VMT required to reduce the Project's VMT impact to a less than significant level. Therefore, the resultant VMT from employees under this Alternative would not be below the City's VMT Threshold of no net change from existing conditions.

Furthermore, because certain patients would still need to travel outside of Riverside for services, the reduced service expansion would not meet patient needs that would otherwise be provided by the Project. Therefore, the level of patient VMT decrease achieved by the Project

would not be attained and employee VMT would still occur in order to service those patients elsewhere. Thus, regional VMT (as opposed to VMT within Riverside) could be as high as or higher than with the Project.

Table 7-C – Project vs. Alternative 2 Net Daily VMT Change

	Project Daily VMT	Alternative 2 Daily VMT
Emergency Department	(349)	(174)
Operating Room	(113)	(56)
Inpatient Beds	(2)	(1)
Employees	9,780	4,890
Total	**9,316**	**4,658**
Source: LSA-A, Table 2-E		

Tribal Cultural Resources

A reduction in the size of the project buildings would not change the requirement for AB 52 consultation on the new facilities, though the new facilities would be smaller than the Project. Therefore it is expected that impacts to tribal cultural resources would be the same for Alternative 2 as for the Project.

Relationship to Project Objectives

Under the Reduced Intensity Alternative, the project size (i.e. reduction in square footage of the building expansions and no parking garage) would be reduced by approximately half in order to try to reduce the Project VMT impacts by half. **Table 7-D – Alternative 2 (Reduced Intensity Alternative) Ability to Meet Project Objectives** identifies the Project objectives and whether or not Alternative 2 meets each objective.

Table 7-D – Alternative 2 (Reduced Intensity Alternative) Ability to Meet Project Objectives

Project Objective	Alternative Meets Objective?
Expand the Kaiser Permanente Riverside Medical Center campus through the construction and operation of new medical facilities in order to accommodate future growth of Kaiser members and the need to provide additional medical services that benefit the community.	**Partially.** Alternative 2 will still develop and operate the expanded hospital facilities serving the Riverside community, but not to the size projected to be needed.

Project Objective	Alternative Meets Objective?
Develop a comprehensively planned, integrated medical campus within the existing hospital campus boundaries by facilitating construction of a new five story hospital tower with 359-hospital-licensed bed buildout capacity, and increasing services for Newborn Intensive Care Unit (NICU), operating rooms, perioperative services, diagnostic and treatment, increased emergency services and ancillary services to keep pace with increasing population growth in the City and the region.	**No.** Alternative 2 will not develop and operate an integrated expanded facility with 359 beds (which includes approximately 207 existing beds along with an increase of 152 new beds created from the additional building space) serving the increased population growth in the City and the region. Under this Alternative, about 76 new beds would be created instead of the 152 new beds from the Proposed Project. Therefore, this Alternative would not keep pace with regional population growth by providing more beds.
Allow members to access a full suite of medical services nearer to their homes and workplace.	**Yes.** Alternative 2 will allow members to access full suite of medical services near their homes and workplaces.
Optimize the use of development potential on the existing Medical Center property.	**No.** Alternative 2 will not optimize the development potential of the existing site; the facility under this Alternative would be smaller than allowed under pertinent land use regulations.
Accommodate Medical Center expansion to continue without interruption, while offering all current medical services and 24/7 emergency services.	**Yes.** Alternative 2 could allow for the expansion along with the continued operation of the current facility.
Maximize the number of single-occupancy in-patient hospital rooms in order to meet modern standards and expectations.	**No**. Alternative 2 would only have 76 new single occupancy rooms, and would not convert existing double occupancy rooms to single occupancy. In contrast, the Project would convert existing double occupancy rooms to single occupancy as well as adding 152 new single occupancy rooms.
Increase member parking to meet current and projected future demand.	**No.** Alternative 2 will not increase member parking as no parking garage nor offsite parking lots would be proposed. As a result, current and projected parking demand would not be met.
Increase employment opportunities in healthcare, by expanding personnel in specialty healthcare departments.	**Yes.** Alternative 2 will incrementally increase employment opportunities in healthcare within the City, but not to the same extent as the Project.

Project Objective	Alternative Meets Objective?
Implement the vision, objectives and policies of the Magnolia Avenue Specific Plan by enhancing the role of the La Sierra District as a major employment center in the City.	**Yes.** Alternative 2 will facilitate the Magnolia Avenue Specific Plan as it would add more jobs, however not as many as with the Project.
Redesign internal circulation in order to implement safety, provide enhanced health and wellness and create a seamless flow between pedestrians and vehicle traffic.	**Yes.** Alternative 2 would be able to modify internal circulation to improve flow between pedestrians and vehicles given that some expansion could be completed under this Alternative.
Continue to provide employee parking to medical center staff during construction by introducing off-site parking lots with shuttle support during construction.	**No.** Alternative 2 will not provide employee parking in off-site lots.
Incorporate sustainable green building design features developed by the Leadership in Energy and Environmental Design (LEED) to meet and exceed the LEED Gold performance standards and Kaiser Permanente's long-term environmental stewardship goals.	**Yes.** Alternative 2 would involve new building design features allowing for the incorporation of LEED Gold performance standards.

Alternative 2 Conclusion

Because Alternative 2 (Reduced Intensity Alternative) would reduce the new building square footage by approximately half so that roughly half of the VMT would be produced in comparison to the proposed Project, this alternative would still result in increased employee trips compared to no project conditions and create a significant VMT impact. This alternative would not reduce the Project's significant and unavoidable impacts to VMT to a less than significant level.

Although Alternative 2 meets six out of the twelve Project Objectives, these objectives would be met to a lesser degree than the proposed Project because of the smaller project that would be envisioned. Since VMT would be generated by the employees at the Riverside location, no matter the size, even a smaller footprint of the buildings under Alternative 2 would still create VMT impacts that would exceed the City's standard of no net increase of VMT. Therefore, since the purpose of the Project is to accommodate jobs and provide for medical services to be centrally located instead of having Kaiser patients drive to separate facilities across the region, Alternative 2 does not meet the basic Project Objectives, and does not reduce the significant impacts to less than significant levels. For these reasons, Alternative 2 is rejected as infeasible.

7.6 Comparison of Alternatives

Table 7-E – Comparison of Alternatives Matrix, below, compares the potential environmental impacts of each alternative and ranks each alternative as having impacts that are increased, similar, or reduced in comparison to the proposed Project.

Table 7-E – Comparison of Alternatives Matrix

Environmental Issue	Proposed Project	Alternative 1 No Project	Alternative 2 Reduced Intensity
Transportation / Traffic	SU	None	SU
Tribal Consultation	LTSM	None	LTSM
None: No impact LTS: Less than significant LTSM: Less than significant with mitigation SU: Significant, Unavoidable			

7.7 Environmentally Superior Alternative

Section 15126.6(e)(2) of the *CEQA Guidelines* requires the identification of the environmentally superior alternative. Of the alternatives evaluated above, Alternative 1 (No Project, No Build) is the environmentally superior alternative because the Project site would stay in its existing condition. Since no expansion of the hospital would occur, Alternative 1 would eliminate the significant and unavoidable impacts to VMT as a result of increased employee traffic from the proposed Project, however this Alternative would not reduce employee traffic either. However, Alternative 1 would also increase the amount of VMT by Kaiser patients as they would need to drive a greater distance to various other facilities throughout the region.

The *CEQA Guidelines* also require the identification of another environmentally superior alternative if the No Project Alternative is the environmentally superior alternative.

Alternative 2 (Reduced Intensity Alternative) is environmentally superior to the proposed Project because this alternative would reduce impacts to VMT by roughly half and would include half of the physical improvements as the Project. However, Alternative 2 would also not include the parking garage, which would not increase the parking for the Kaiser patients accessing the Riverside location. Alternative 2 does meet six out of the twelve Project objectives; however, it does not meet the need to increase the services offered at one site in response to the increase in population in the City and the growing needs for more of the hospital facilities at one location.

Alternative 2 does reduce the employee VMT impacts, however the tradeoff would be that the VMT of Kaiser patients traveling to the various Kaiser facility locations throughout the region

would increase. The demand for hospital services is not expected to decrease and limiting the number of facilities at this location in order to reduce employee VMT, would be offsetting the VMT impacts to other locations. Therefore, although Alternative 2 is environmentally superior, to the Project, as stated above, Alternative 2 is rejected as infeasible because it still creates VMT impacts elsewhere.

7.8 References

In addition to other documents, the following references were used in the preparation of this section of this DEIR:

LSA-A LSA Associates, Inc., *Traffic Vehicle Miles Traveled, Kaiser Permanente Riverside Medical Center Expansion*, October 2021. (Appendix B)

8 REFERENCES

8.1 Printed References

The following documents were referred to as general information sources during preparation of this DEIR. They are available for public review at the locations identified after each listing. They are referenced in the DEIR by the acronyms shown on the left side of the page.

Section 5.1 Transportation/Traffic

CAPCOA-2010 California Air Pollution Control Officers Association (CAPCOA), *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures*, August 2010. Available at http://www.aqmd.gov/docs/default-source/ceqa/handbook/capcoa-quantifying-greenhouse-gas-mitigation-measures.pdf, accessed October 9, 2021.)

Connect SoCal Southern California Association of Governments, *Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*, adopted September 3, 2020. (Available at https://www.connectsocal.org/Documents/Adopted/0903fConnectSoCal-Plan.pdf, accessed October 14, 2021.)

DOT United States Department of Transportation. *Complete Streets*, August 24, 2015. (Available at https://www.transportation.gov/mission/health/complete-streets, accessed October 3, 2021.)

GP 2025 City of Riverside, *General Plan 2025,* approved November 2007 with subsequent amendments to various elements. (Available at https://riversideca.gov/cedd/planning/city-plans/general-plan-0, accessed October 4, 2021.)

GP 2025 FPEIR City of Riverside, *General Plan 2025 Program Environmental Impact Report* (SCH# 2004021108), certified November 2007. (Available at Available at https://riversideca.gov/cedd/planning/city-plans/general-plan-0, accessed October 4, 2021.)

LRTS-A Riverside County Transportation Commission, *Riverside County Long Range Transportation Study*. December 2019. (Available at https://www.rctc.org/wp-content/uploads/2019/12/RCTC-Draft-LRTS-120119-GV22.pdf.)

LSA-A — LSA Associates, Inc., *Vehicle Miles Traveled, Kaiser Permanente Riverside Medical Center Expansion*, October 2021. (Appendix B)

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Section 7 Alternatives to the Proposed Project

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