University of California Riverside

2005 Long Range Development Plan Amendment 2

Final Environmental Impact Report
SCH NO. 2010111034

Volume III
Draft EIR Text Revisions, Responses to Comments, and Mitigation Monitoring and Reporting Program

Prepared for
University of California, Riverside
Office of Finance & Business Operations
Capital Resource Management

Prepared by
Impact Sciences, Inc.
555 12th Street, Suite 1650
Oakland, CA 94607

October 2011

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1.0 INTRODUCTION

1.1 PURPOSE OF THE FINAL ENVIRONMENTAL IMPACT REPORT

Pursuant to the California Environmental Quality Act (CEQA) and the University of California procedures for implementing CEQA, the University of California, as the Lead Agency under CEQA, issued a Draft Environmental Impact Report (EIR) for the proposed 2nd amendment to the 2005 University of California, Riverside (UCR) Long Range Development Plan (LRDP) (hereinafter 2005 LRDP Amendment 2 or proposed project) on August 1, 2011. The Draft EIR was circulated for a 45-day public comment period that ended on September 14, 2011. During this period, UCR held two public hearings on the Draft EIR on August 30, 2011, to receive verbal comments. The first hearing for the campus community was held at the Highlander Union Building from noon to 1:00 PM and the second hearing for the Riverside community was held at Bannockburn Room J-102 located at 3637 Canyon Crest Drive from 6:00 PM to 7:00 PM. A court reporter prepared transcripts of these hearings.

The Final EIR is an informational document prepared by the Lead Agency that must be considered by decision makers before approving or denying the proposed project. CEQA Section 15132 specifies that the Final EIR shall consist of the following:

1. the Draft EIR or a revision to the draft;
2. comments and recommendations received on the Draft EIR either verbatim or in summary form;
3. a list of the persons, organizations, and public agencies commenting on the Draft EIR;
4. the response of the Lead Agency to significant environmental points raised in review and consultation process; and
5. any other information added by the Lead Agency.

The Draft EIR, which is incorporated by reference, and this document (including revisions, comments, and responses to comments, and the Mitigation Monitoring and Reporting Program [MMRP]) constitute the Final EIR. Copies of the Final EIR are available for review during normal business hours at UCR at the following address and Web site:

Capital Resource Management
1223 University Avenue Suite 200
Riverside, California 92507-7209
Contact: Juanita W. Bullock, RLA, ASLA, AICP
lrdp@ucr.edu
http://lrdp.ucr.edu/

This document has been prepared pursuant to the *State CEQA Guidelines*. The Final EIR incorporates comments from public agencies and the general public, and contains responses by the Lead Agency to those comments that are relevant to the Draft EIR analysis. The Board of the Regents of the University of California (The Regents) is responsible for reviewing and certifying the adequacy of this EIR and making a decision with respect to the proposed project.

1.2 ORGANIZATION OF THIS RESPONSE TO COMMENTS DOCUMENT

This document is organized into five sections. Following this introduction (**Section 1.0**), **Section 2.0, Revisions to the Draft EIR**, presents changes to the text of the Draft EIR. **Section 3.0, Comments on the Draft EIR and Responses to Comments**, contains a list of persons, agencies, and organizations that submitted written comments on the Draft EIR; transcripts of the Draft EIR public hearings; reproductions of the written comments; and responses to those comments. Each comment is labeled with a number in the margin. **Section 4.0, Mitigation Monitoring and Reporting Program**, contains the MMRP for the project, and **Section 5.0**, **Report Preparation,** lists persons involved in the preparation of the Final EIR.

1.0 INTRODUCTION

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2.0 REVISIONS TO THE DRAFT EIR

Revisions have been made to the Draft Environmental Impact Report (EIR) as a result of staff-initiated changes. This chapter provides the location, chapter or section number, title, and page number from the Draft EIR, and shows the complete sentence(s) where the change was made. Text added to the Draft EIR is shown in underline format, and deleted text is shown in ~~strikethrough~~.

This chapter, in combination with the Draft EIR, the responses to comments, Mitigation Monitoring and Reporting Program constitutes the Final EIR. Due to the nature of the text changes that are presented below, the changes are cited individually rather than in a reproduction of the entire Draft EIR. This presentation of revisions to the Draft EIR is consistent with *State CEQA Guidelines* Section 15162 detailing required Final EIR contents.

Section 2.0, Summary, page 2.0-4

The following changes have been made to two of the objectives of the proposed project to clarify the intent of the University.

- Minimize travel distance between the East Campus academic core and the West Campus school of medicine by providing for enhanced pedestrian, bicycle and campus shuttle pathways/routes; and also be easily accessible to the Riverside community and the Inland Empire;

- Facilitate ~~Create~~ a pedestrian link over the freeway between East and West Campuses through the construction of ~~an ADA compliant~~ a pedestrian bridge that connects ~~with~~ two future parking structures with ADA compliance provided by the elevators within the parking structures;

Section 2.0, Summary, page 2.0-8

The following Planning Strategy (PS) has been modified under Aesthetics in the column titled "2005 LRDP Planning Strategies:"

PS Land Use 1	Achieve academic core densities of 1.0 FAR or higher on ~~both~~ the East Campus and 1.6 to 1.9 FAR on the West Campus in order to achieve a balance of academic land area versus other required uses.

Section 2.0, Summary, page 2.0-11

The following PS has been modified under Agricultural Resources in the column titled "2005 LRDP Planning Strategies:"

PS Land Use 1	Achieve academic core densities of 1.0 FAR or higher on ~~both~~ the East Campus and 1.6 to 1.9 FAR on the West Campus in order to achieve a balance of academic land area versus other required uses.

Section 2.0, Summary, page 2.0-26

The following Program and Practice (PP) from the 2005 Long Range Development Plan (LRDP) has been added and modified under Land Use in the column titled "Existing Campus Programs and Practices" with the following changes:

PP 4.9-1(d)	UCR strongly commits to working closely with the City of Riverside to address and resolve land use compatibility impacts arising from increased enrollment on the residential neighborhoods surrounding UCR, particularly related to the impacts of student housing and associated ~~attendant~~ parking, noise, and traffic ~~and other issues~~.

Section 2.0, Summary, page 2.0-28

The following PS has been modified under Land Use and Planning in the column titled "2005 LRDP Planning Strategies:"

PS Open Space 6	Provide a new Campus Landmark Open Space on the West Campus, the Gage Canal Mall, to reflect the natural dry arroyos that are part of the Riverside landscape, and provide ~~a~~ gathering/activity spaces within and adjacent to the Mall.

Section 2.0, Summary, page 2.0-49

The following PP has been modified under Transportation and Traffic in the column titled "Existing Campus Programs and Practices:"

PP 4.14-8	To maintain adequate access for emergency vehicles when construction projects would result in roadway closures, the Office of Architects and Engineers ~~Design and Construction~~ shall consult with the UCPD, EH&S, and the RFD to disclose roadway closures and identify alternative travel routes.

Section 3.0, Project Description, page 3.0-9

The following changes have been made to two of the objectives of the proposed project to clarify the intent of the University.

- Minimize travel distance between the East Campus academic core and the West Campus school of medicine by providing for enhanced pedestrian, bicycle and campus shuttle pathways/routes; and also be easily accessible to the Riverside community and the Inland Empire;

- Facilitate ~~Create~~ a pedestrian link over the freeway between East and West Campuses through the construction of ~~an ADA compliant~~ a pedestrian bridge that connects ~~with~~ two future parking structures with ADA compliance provided by the elevators within the parking structures;

Section 3.0, Project Description, page 3.0-36

Due to a production error the text presented in sub-section 3.7 of the Draft EIR was incorrect as it did not indicate which PSs and PPs from the 2005 LRDP were eliminated or modified by the proposed 2005 LRDP Amendment 2. The correct text is provided below and the changes are indicated by strikeout/underline format:

3.7 LRDP PLANNING STRATEGIES AND PROGRAMS AND PRACTICES

The 2005 LRDP included a number of Planning Strategies (PS) as guides for future development on the campus. These PSs were adopted by the University in conjunction with the approval of the 2005 LRDP. The 2005 LRDP EIR also identified a series of existing Programs and Practices (PP) that would reduce or avoid impacts from development on campus. The proposed Amendment 2 eliminates some PSs as they have been replaced by other environmental plans and programs on the campus. Also minor changes to other PSs and PPs have been made. The PSs and PPs that have been eliminated or modified are listed below and the changes are indicated by strikeout/underline format. A complete list of PSs and PPs is provided in **Appendix 3.0**.

The PPs and PSs will be incorporated into projects implementing the amended 2005 LRDP on a case by case basis when needed to ensure that a project's impact is less than significant.

Planning Strategies

Land Use

1. Achieve academic core densities of 1.0 FAR or higher on the East ~~and West Campuses~~ Campus and 1.6 to 1.9 FAR on the West Campus in order to achieve a balance of academic land area versus other required uses.

Open Space

6. Provide a new Campus Landmark Open Space on the West Campus, the ~~Grove~~ Gage Canal Mall, to reflect the natural dry arroyos that are part of the Riverside landscape, and provide ~~a~~ gathering/activity spaces within and adjacent to the Mall.

~~*Conservation*~~

~~1. Protect natural resources, including native habitat; remnant arroyos; and mature trees, identified as in good health as determined by a qualified arborist, to the extent feasible.~~

~~2. Site buildings and plan site development to minimize site disturbance, reduce erosion and sedimentation, reduce storm water runoff, and maintain existing landscapes, including healthy mature trees whenever possible.~~

~~3. Continue with the increase in building densities on campus, particularly in academic zones, in order to preserve open space and conserve limited land resources and the agricultural fields.~~

~~4. Preserve historic buildings to the extent feasible.~~

~~5. Continue to adhere to the conservation requirements of Title 24 of the California Code of Regulations.~~

~~6. Comply with any future conservation goals or programs enacted by the University of California.~~

Development Strategies

2. Review and update, as needed, the Campus Design Guidelines and the Campus Landscape Guidelines (now the 2007 Campus Design Guidelines) to ensure conformity with LRDP planning strategies.

Programs and Practices

PP 4.1-1 The Campus shall provide design ~~architects~~ professionals with the 2007 Campus Design Guidelines and instructions to implement the guidelines, including those sections related to use of consistent scale and massing, compatible architectural style, complementary color palette, preservation of existing site features, and appropriate site and exterior lighting design.

PP 4.1-2(a) The Campus shall continue to provide design ~~architects~~ professionals with the 2007 Campus ~~Landscape Master Plan~~ Design Guidelines and instructions to develop project-specific landscape plans that are consistent with the ~~Master Plan~~ Guidelines with respect to the selection of plants, retention of existing trees, and use of water conserving plants, where feasible.

PP 4.9-1(a) The Campus shall provide design ~~architects~~ professionals with the 2007 Campus Design Guidelines and instructions to implement the guidelines, including those sections related to use of consistent scale and massing, compatible architectural style, complementary color palette, preservation of existing site features, and appropriate site and exterior lighting design.

PP 4.9-1(b) The Campus shall continue to provide design ~~architects~~ professionals with the 2007 Campus ~~Landscape Master Plan~~ Design Guidelines and instructions to develop project-specific landscape plans that are consistent with the ~~Master Plan~~ Guidelines with respect to the selection of plants, retention of existing trees, and use of water conserving plants, where feasible.

PP 4.9-1(d) UCR strongly commits to working closely with the City of Riverside to address and resolve land use compatibility impacts arising from increased enrollment on the residential neighborhoods surrounding UCR, particularly related to the impacts of student housing and associated ~~attendant~~ parking, noise, and traffic ~~and other issues.~~

~~PP 4.10-1(a) The campus shall continue to shield all new stationary sources of noise that would be located in close proximity of noise sensitive buildings and uses or locate the new equipment in less sensitive areas of the campus to ensure that exterior noise levels generated by these sources and measured at nearby sensitive uses do not exceed 50 dBA Leq during the day and 40 dBA Leq during the night at residential uses (including on campus housing), and 60 dBA during the day and 55 dBA during the night at classrooms and office buildings.~~

PP 4.10-1~~(b)~~(a) UCR will incorporate the following siting design measures to reduce long-term noise impacts:

(i) Truck access, parking area design, and air conditioning/refrigeration units will be designed and evaluated when planning specific individual new facilities to minimize the potential for noise impacts to adjacent developments.

(ii) Building setbacks, building design and orientation will be used to reduce intrusive noise at sensitive student residential and educational building locations near main campus access routes, such as Blaine Street, Canyon Crest Drive, University Avenue, and Martin Luther King Jr. Boulevard. Noise walls may be advisable to screen existing and proposed facilities located near the I-215/SR-60 freeway.

(iii) Adequate acoustic insulation would be added to residence halls to ensure that the interior Ldn would not exceed 45 dBA during the daytime and 40 dBA during the nighttime (10 P.M. to 7 A.M.) in rooms facing major streets.

(iv) Potential noise impacts would be evaluated as part of the design review for all projects. If determined to be significant, mitigation measures would be identified and alternatives suggested. At a minimum, campus residence halls and student housing design would comply with Title 24, Part 2 of the California Administrative Code.

PP 4.14-4 The Campus shall provide design ~~architects~~ professionals for roadway and parking improvements with the Campus Design Guidelines and instructions to implement those elements of the guidelines relevant to parking and roadway design.

PP 4.14-8 To maintain adequate access for emergency vehicles when construction projects would result in roadway closures, the Office of Architects and Engineers ~~Design and Construction~~ shall consult with the UCPD, EH&S, and the RFD to disclose roadway closures and identify alternative travel routes.

Section 4.1, Aesthetics, pages 4.1-12

The following PS has been modified:

PS Land Use 1 Achieve academic core densities of 1.0 FAR or higher on ~~both~~ the East Campus and 1.6 to 1.9 FAR on the West Campus in order to achieve a balance of academic land area versus other required uses.

Section 4.2, Agricultural Resources, pages 4.2-9

The following PS has been modified:

PS Land Use 1 Achieve academic core densities of 1.0 FAR or higher on ~~both~~ the East Campus and 1.6 to 1.9 FAR on the West Campus in order to achieve a balance of academic land area versus other required uses.

Section 4.8, Hydrology and Water Quality, page 4.8-3

The following text in Section 4.8 has been modified as shown below:

UCR is located on westward sloping alluvial deposits at the base of the Box Springs Mountains in the Upper Santa Ana River Watershed. The campus is located within two sub-watersheds, generally divided by the I-215/SR-60 freeway. Most of the East Campus drains to the University Arroyo Watershed, while portions of the West Campus drain to the Box Springs Arroyo Watershed. Campus arroyos and major storm drainages are shown in **Figure 4.8-1, Major Storm Drainages on Campus**, and areas subject to

100-year flooding are shown in **Figure 4.8-2, Federal Emergency Management Agency Map**. It should be noted that UCR is located within the Riverside County Flood Control and Water Conservation District's Master Drainage Plans for the Box Springs and University areas. When fully implemented, the Master Drainage Plan facilities will relieve areas of flooding and provide adequate drainage outlets in those areas. For details regarding the East Campus hydrology, please see 2005 LRDP EIR, **Section 4.8, Hydrology and Water Quality**. The West Campus hydrology is summarized below.

Section 4.9, Land Use and Planning, page 4.9-10

The following text which describes the City's planning effort related to the University Avenue corridor has been added to Section 4.9.

University Avenue Specific Plan

The University Avenue Specific Plan was developed by the City of Riverside to promote rejuvenation along the University Avenue corridor between the UCR campus and Downtown Riverside. The plan strengthens the connection between the UCR campus and Downtown Riverside by improving the visual quality of the corridor, improving the pedestrian environment, and promoting the use of non-automotive transportation modes. In addition, the plan promotes mixed-use development in certain locations near the UCR campus. In order to accomplish its vision for the University Avenue corridor, the plan provides circulation/streetscape standards and guidelines for public property, land use regulations, development standards, and design guidelines.

Section 4.9, Land Use and Planning, pages 4.9-13

The following PS has been modified:

PS Open Space 6	Provide a new Campus Landmark Open Space on the West Campus, the Gage Canal Mall, to reflect the natural dry arroyos that are part of the Riverside landscape, and provide ~~a~~ gathering/activity spaces within and adjacent to the Mall.

Section 4.9, Land Use and Planning, pages 4.9-14 and 4.9-15

The following PP has been added and modified and the text has been revised to include a reference to the PP:

PP 4.9-1(d)	UCR strongly commits to working closely with the City of Riverside to address and resolve land use compatibility impacts arising from increased enrollment on the residential neighborhoods surrounding

UCR, particularly related to the impacts of student housing and associated ~~attendant~~ parking, noise, and traffic ~~and other issues~~.

Continued implementation of PP 4.9-1(a) ~~and~~, PP 4.9-1(b), and PP 4.9-1(d) would assure that new development would be sited to minimize site disturbance and land use compatibility impacts, and maintain existing landscapes and would be designed to be consistent with the Campus Design Guidelines, which would contribute to an overall visual character of new development that is compatible with existing on-campus development. In addition, development of the proposed SOM would be guided by design criteria, architectural guidelines and landscape design guidelines specific to the *SOM* site. With implementation of the identified LRDP Planning Strategies, continued implementation of existing campus Programs and Practices, and implementation of SOM specific design criteria, architectural guidelines and landscape design guidelines, implementation of the proposed 2005 LRDP Amendment 2 would not result in development of land uses that are substantially incompatible with existing adjacent land uses or with proposed uses, and this impact would be less than significant.

Section 4.11, Population and Housing, pages 4.11-12 and 4.11-13

The following text which described a previous plan for the area adjacent to the West Campus has been replaced with a description of the current plan.

~~*University Community Plan*~~

~~In addition to the General Plan, the City of Riverside has prepared a University Community Plan for the approximately 3,500 acre area including and around the UCR campus. The Plan recognizes the needs of UCR that are unique to a university community and articulates planning policies and programs to address these needs.~~

~~The Plan addresses solutions to a potential shortfall in rental apartment supply and describes the City's Mortgage Revenue Bond (MRB) program, intended to encourage the development of affordable multiple-family rental housing throughout Riverside. The Plan acknowledges that future UCR housing availability will be determined by UCR housing goals and objectives and by UCR housing strategies, including the construction and purchase of additional facilities and joint development of projects with the private sector (UCR 2005).~~

University Neighborhood Plan

In addition to the General Plan, the City of Riverside has prepared a University Neighborhood Plan for the University Neighborhood, which is bounded by Chicago Avenue to the west, Spruce Street and the City boundary to the north, Le Conte Drive and University Drive to the south, and the City boundary to

the east. The plan includes objectives and policies that relate to providing affordable housing for residents and UCR students, faculty and staff, including the provision of high density mixed use along University Avenue.

Section 4.14, Transportation and Traffic, pages 4.14-22, 4.14-45, 4.14-55, and 4.14-68

The following tables have been revised to reflect the correct information for the intersection of Big Springs Road and Watkins Drive. The corrections do not affect the conclusions of the traffic analysis for this intersection.

Table 4.14-3
Intersection Levels of Service – Existing AM and PM Peak Hour

		AM Peak Hour		PM Peak Hour	
Intersection	**Control**	**Delay[1]**	**LOS**	**Delay[1]**	**LOS**
Third Street/Chicago Avenue	Signalized	**>80**	**F**	50.2	D
Blaine Street/Iowa Avenue	Signalized	44.0	D	35.5	D
Blaine Street/Rustin Avenue	Signalized	**64.6**	**E**	20.7	C
Blaine Street/Canyon Crest Drive	Signalized	19.5	B	22.0	C
Blaine Street/Watkins Drive	Signalized	27.1	C	31.2	C
Linden Street/Iowa Avenue	Signalized	23.9	C	40.9	D
Linden Street/Canyon Crest Drive	Signalized	25.0	C	28.3	C
Linden Street/Aberdeen Drive	AWSC	8.9	A	10.9	B
University Avenue/Kansas Avenue	Signalized	15.1	B	39.2	D
University Avenue/Chicago Avenue	Signalized	33.8	C	47.5	D
University Avenue/Iowa Avenue	Signalized	32.0	C	41.2	D
University Avenue/University Village	Signalized	13.6	B	16.7	B
University Avenue/I-215 SB Ramps	Signalized	18.7	B	16.7	B
University Avenue/I-215 NB Ramps	Signalized	18.0	B	21.1	C
Parking Lot 1/Campus Drive	AWSC	10.8	B	30.8	D
Big Springs Rd/Campus Drive	AWSC	8.7	A	9.5	A
	~~Signalized~~	~~14.2~~	~~B~~	~~11.1~~	~~B~~
Big Springs Road/Watkins Drive	AWSC	19.9	C	18.7	C
Canyon Crest Drive/Campus Drive	Signalized	9.2	A	16.6	B
Citrus Drive/Campus Drive	SSSC	9.6	A	10.9	B
Eucalyptus Drive/Campus Drive	SSSC	10.4	B	11.2	B
MLK/Chicago Avenue	Signalized	48.7	D	**>80**	**F**
MLK/Iowa Avenue	Signalized	22.3	C	48.7	D
MLK/Lot 30	Signalized	25.5	C	26.5	C
MLK/Canyon Crest Drive	Signalized	**>80**	**F**	**>80**	**F**
MLK/I-215 SB Ramps	Signalized	18.3	B	17.6	B
MLK/I-215 NB Ramps	AWSC	13.0	B	9.9	A
Le Conte Drive/Chicago Avenue	SSSC	22.3	C	14.0	B
Central Avenue/Chicago Avenue	Signalized	**>80**	**F**	30.0	C

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay[1]	LOS	Delay[1]	LOS
Central Avenue/Canyon Crest Drive	Signalized	35.6	D	40.6	D
Central Avenue/SR-60 SB Ramps	Signalized	17.7	B	15.2	B
Central Avenue/SR-60 NB Off Ramp	Signalized	19.8	B	16.8	B
Watkins Drive/SR-60 NB On Ramp	SSSC	**>50**	**F**	20.9	C

Source: Fehr & Peers, 2010

[1] *Delay for intersections based on application of 2000 Highway Capacity Manual Methodology. Delay was calculated using Synchro 6.0 software.*

Table 4.14-12
Intersection Levels of Service – 2020 No Project AM and PM Peak Hour

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay[1]	LOS	Delay[1]	LOS
Third Street/Chicago Avenue	Signalized	**>80**	**F**	**72.6**	**E**
Blaine Street/Iowa Avenue	Signalized	**67.4**	**E**	46.5	D
Blaine Street/Rustin Avenue	Signalized	**>80**	**F**	22.4	C
Blaine Street/Canyon Crest Drive	Signalized	20.3	C	23.8	C
Blaine Street/Watkins Drive	Signalized	28.4	C	34.5	C
Linden Street/Iowa Avenue	Signalized	29.5	C	76.3	E
Linden Street/Canyon Crest Drive	Signalized	24.5	C	30.7	C
Linden Street/Aberdeen Drive	AWSC	9.5	A	12.7	B
University Avenue/Kansas Avenue	Signalized	15.8	B	47.0	D
University Avenue/Chicago Avenue	Signalized	34.2	C	**64.0**	**E**
University Avenue/Iowa Avenue	Signalized	33.7	C	44.0	D
University Avenue/University Village	Signalized	13.8	B	18.4	B
University Avenue/I-215 SB Ramps	Signalized	19.4	B	18.7	B
University Avenue/I-215 NB Ramps	Signalized	18.6	B	23.1	C
Parking Lot 1/Campus Drive	AWSC	12.2	B	**>80**	**F**
Big Springs Rd/Campus Drive	AWSC	9.1	A	10.3	B
	~~Signalized~~	~~20.0~~		~~12.8~~	~~B~~
Big Springs Road/Watkins Drive	AWSC	24.2	C	23.0	C
Canyon Crest Drive/Campus Drive	Signalized	9.7	A	12.0	B
Citrus Drive/Campus Drive	SSSC	9.8	A	11.6	B
Eucalyptus Drive/Campus Drive	SSSC	10.9	B	11.8	B
MLK/Chicago Avenue	Signalized	**66.0**	**E**	**>80**	**F**
MLK/Iowa Avenue	Signalized	26.3	C	**62.7**	**E**
MLK/Lot 30	Signalized	30.4	C	**46.4**	**D**
MLK/Canyon Crest Drive	Signalized	**>80**	**F**	**>80**	**F**
MLK/I-215 SB Ramps	Signalized	18.4	B	21.8	C
MLK/I-215 NB Ramps	AWSC	15.7	C	10.7	B
Le Conte Drive/Chicago Avenue	SSSC	31.1	D	17.0	C
Central Avenue/Chicago Avenue	Signalized	**>80**	**F**	34.4	C
Central Avenue/Canyon Crest Drive	Signalized	40.5	D	**61.7**	**E**

Intersection	Control	AM Peak Hour Delay[1]	AM Peak Hour LOS	PM Peak Hour Delay[1]	PM Peak Hour LOS
Central Avenue/SR-60 SB Ramps	Signalized	18.0	B	17.0	B
Central Avenue/SR-60 NB Off Ramp	Signalized	20.8	C	17.2	B
Watkins Drive/SR-60 NB On Ramp	SSSC	**>50**	**F**	26.5	D

Source: Fehr & Peers, 2010

[1] *Delay for intersections based on application of 2000 Highway Capacity Manual Methodology. Delay was calculated using Synchro 6.0 software.*

Table 4.14-16
Intersection Levels of Service – 2020 Plus Project AM and PM Peak Hour

Intersection	Control	AM Peak Hour Delay[1]	AM Peak Hour LOS	AM Peak Hour Change in Delay	PM Peak Hour Delay[1]	PM Peak Hour LOS	PM Peak Hour Change in Delay
Third Street/Chicago Avenue	Signalized	**>80**	**F**	**>1**	**>80**	**F**	**>1**
Blaine Street/Iowa Avenue	Signalized	**>80**	**F**	**>1**	**>80**	**F**	**>1**
Blaine Street/Rustin Avenue	Signalized	**>80**	**F**	**<1**	23.4	**C**	1.0
Blaine Street/Canyon Crest Drive	Signalized	22.9	C	2.6	31.7	C	7.9
Blaine Street/Watkins Drive	Signalized	30.9	C	2.5	37.8	D	3.3
Linden Street/Iowa Avenue	Signalized	**67.9**	**E**	**38.4**	**>80**	**F**	**>1**
Linden Street/Canyon Crest Drive	Signalized	27.1	C	2.6	**42.9**	**D**	**12.2**
Linden Street/Aberdeen Drive	AWSC	9.5	A	0.0	12.7	**B**	0.0
University Avenue/Kansas Avenue	Signalized	15.3	B	-0.5	**54.7**	**D**	**7.7**
University Avenue/Chicago Avenue	Signalized	35.4	D	1.2	**>80**	**F**	**>1**
University Avenue/Iowa Avenue	Signalized	**40.5**	**D**	**6.8**	**78.0**	**E**	**34.0**
University Avenue/University Village	Signalized	12.8	B	-1.0	**71.5**	**E**	**53.1**
University Avenue/I-215 SB Ramps	Signalized	**30.3**	**C**	**10.9**	**74.8**	**E**	**56.1**
University Avenue/I-215 NB Ramps	Signalized	23.1	C	4.5	**>80**	**F**	**>1**
Parking Lot 1/Campus Drive	AWSC	**49.7**	**E**	**37.5**	**>80**	**F**	**>1**
Big Springs Rd/Campus Drive	AWSC	12.2	B	3.1	18.3	C	8.0
	~~Signalized~~	~~19.0~~	~~B~~	~~1.0~~	~~13.9~~	~~B~~	~~1.1~~
Big Springs Road/Watkins Drive	AWSC	27.7	D	3.5	25.4	D	2.4
Canyon Crest Drive/Campus Drive	Signalized	13.2	B	3.5	23.6	C	11.6
Citrus Drive/Campus Drive	SSSC	11.5	B	1.7	15.8	C	4.2
Eucalyptus Drive/Campus Drive	SSSC	14.2	B	3.3	18.8	C	7.0
Martin Luther King Boulevard/Chicago Avenue	Signalized	**>80**	**F**	**>1**	**>80**	**F**	**>1**
Martin Luther King Boulevard/Iowa Avenue	Signalized	29.2	C	2.9	**>80**	**F**	**>1**
Martin Luther King Boulevard/Lot 30	Signalized	**54.3**	**D**	**23.9**	**>80**	**F**	**>1**
Martin Luther King Boulevard/Canyon Crest Drive	Signalized	**>80**	**F**	**>1**	**>80**	**F**	**>1**
Martin Luther King Boulevard/I-215 SB Ramps	Signalized	18.4	B	0.0	**35.3**	**D**	**13.5**
Martin Luther King Boulevard/I-215 NB Ramps	AWSC	19.9	C	4.2	12.9	B	2.2
Le Conte Drive/Chicago Avenue	SSSC	33.1	D	2.0	18.1	C	1.1
Central Avenue/Chicago Avenue	Signalized	**>80**	**F**	**>1**	34.5	C	0.1
Central Avenue/Canyon Crest Drive	Signalized	40.5	D	0.0	**>80**	**F**	**>1**

Intersection	Control	AM Peak Hour Delay[1]	AM Peak Hour LOS	AM Peak Hour Change in Delay	PM Peak Hour Delay[1]	PM Peak Hour LOS	PM Peak Hour Change in Delay
Central Avenue/SR-60 SB Ramps	Signalized	18.0	B	0.0	17.0	B	0.0
Central Avenue/SR-60 NB Off Ramp	Signalized	20.8	C	0.0	17.2	B	0.0
Watkins Drive/SR-60 NB On Ramp	SSSC	**>50**	**F**	**<1**	26.5	D	0.0

Source: Fehr & Peers, 2011

[1] *Delay for intersections based on application of 2000 Highway Capacity Manual Methodology. Delay was calculated using Synchro 6.0 software.*

Table 4.14-19
Intersection Levels of Service – Existing Plus Project AM and PM Peak Hour

Intersection	Control	AM Peak Hour Delay[1]	AM Peak Hour LOS	AM Peak Hour Change in Delay	PM Peak Hour Delay[1]	PM Peak Hour LOS	PM Peak Hour Change in Delay
Third Street/Chicago Avenue	Signalized	**>80**	**F**	**>1**	**>80**	F	**>1**
Blaine Street/Iowa Avenue	Signalized	**65.4**	**E**	**21.4**	**70.7**	**E**	**35.2**
Blaine Street/Rustin Avenue	Signalized	63.5	E	-1.1	22.7	C	2.0
Blaine Street/Canyon Crest Drive	Signalized	21.5	C	2.0	26.6	C	4.6
Blaine Street/Watkins Drive	Signalized	29.5	C	2.4	34.0	C	2.8
Linden Street/Iowa Avenue	Signalized	**41.9**	**D**	**18.0**	**>80**	**F**	**>1**
Linden Street/Canyon Crest Drive	Signalized	25.0	C	0.0	32.6	C	4.3
Linden Street/Aberdeen Drive	AWSC	8.9	A	0.0	10.9	B	0.0
University Avenue/Kansas Avenue	Signalized	14.4	B	-0.7	41.2	D	2.0
University Avenue/Chicago Avenue	Signalized	34.9	C	1.1	**>80**	**F**	**>1**
University Avenue/Iowa Avenue	Signalized	36.1	D	4.1	**55.6**	**E**	**14.4**
University Avenue/University Village	Signalized	11.9	B	-1.7	**41.9**	**D**	**25.2**
University Avenue/I-215 SB Ramps	Signalized	25.8	C	7.1	**50.2**	**D**	**33.5**
University Avenue/I-215 NB Ramps	Signalized	21.5	C	3.5	**>80**	**F**	**>1**
Parking Lot 1/Campus Drive	AWSC	**33.0**	**D**	**22.2**	**>80**	**F**	**>1**
Big Springs Rd/Campus Drive	AWSC	11.2	B	2.5	15.2	C	5.7
	~~Signalized~~	~~13.6~~	~~B~~	~~-0.6~~	~~12.1~~	~~B~~	~~1.0~~
Big Springs Road/Watkins Drive	AWSC	22.7	C	2.8	21.1	C	2.4
Canyon Crest Drive/Campus Drive	Signalized	11.7	B	2.5	15.2	B	-1.4
Citrus Drive/Campus Drive	SSSC	11.1	B	1.5	14.5	B	3.6
Eucalyptus Drive/Campus Drive	SSSC	13.5	B	3.1	17.3	B	6.1
MLK/Chicago Avenue	Signalized	**>80**	**F**	**>1**	**>80**	**F**	**>1**
MLK/Iowa Avenue	Signalized	28.3	C	6.0	**>80**	**F**	**>1**
MLK/Lot 30	Signalized	31.1	C	5.6	**63.3**	**E**	**36.8**
MLK/Canyon Crest Drive	Signalized	**>80**	**F**	**>1**	**>80**	**F**	**>1**
MLK/I-215 SB Ramps	Signalized	18.4	B	0.1	20.6	C	3.0
MLK/I-215 NB Ramps	AWSC	15.9	C	2.9	11.6	B	1.7
Le Conte Drive/Chicago Avenue	SSSC	23.4	C	1.1	14.7	B	0.7
Central Avenue/Chicago Avenue	Signalized	**>80**	**F**	**>1**	29.9	C	-0.1
Central Avenue/Canyon Crest Drive	Signalized	35.4	D	-0.2	45.2	D	4.6

Intersection	Control	AM Peak Hour Delay[1]	AM Peak Hour LOS	AM Peak Hour Change in Delay	PM Peak Hour Delay[1]	PM Peak Hour LOS	PM Peak Hour Change in Delay
Central Avenue/SR-60 SB Ramps	Signalized	17.7	B	0.0	15.2	B	0.0
Central Avenue/SR-60 NB Off Ramp	Signalized	19.8	B	0.0	16.8	B	0.0
Watkins Drive/SR-60 NB On Ramp	SSSC	**>50**	**F**	**<1**	20.9	C	0.0

Source: Fehr & Peers, 2010

*Note: Deficient intersections are shown in **Bold***

[1] *Delay for intersections based on application of 2000 Highway Capacity Manual Methodology. Delay was calculated using Synchro 6.0 software.*

Section 4.14, Transportation and Traffic, pages 4.14-81

The following text is hereby added under Impact 4.14-6 on page 4.14-81:

In addition to freeway Level of Service analysis reported above, an analysis of the level of service of the freeway merge/diverge sections at the SR-60/Central Avenue interchange and an analysis of the level of service of the freeway weaving section at the I-215/University Avenue interchange was completed for the proposed project. **Tables 4.14-23a** and **4.14-23b** report the results of the analysis. Similar to the results of the freeway mainline analysis, the merge/diverge and weaving analyses show that these facilities would operate at unacceptable levels of service under 2020 conditions both with and without the addition of project traffic.

Table 4.14-23a
Freeway Merge/Diverge Levels of Service under 2020 plus Project Conditions

Segment	Peak Hour	Analysis Type	Cumulative No Project (2020) Density (pc/ln/mi)	Cumulative No Project (2020) LOS	Cumulative with Project (2020) Density (pc/ln/mi)	Cumulative with Project (2020) LOS
SR-60 NB south of Central	AM	Major Diverge	N/A [1]	F	N/A [1]	F
	PM		N/A [1]	F	N/A [1]	F
SR-60 NB north of Central	AM	Basic	N/A [1]	F	N/A [1]	F
	PM		N/A [1]	F	N/A [1]	F
SR-60 SB south of Central	AM	Basic	14.6	B	15.5	B
	PM		N/A [1]	F	N/A [1]	F
SR-60 SB north of Central	AM	Diverge	26.1	C	27.2	C
	PM		N/A [1]	F	N/A [1]	F

Source: Fehr & Peers, 2011

[1] *Volume sufficiently high that density exceeds allowable threshold, LOS is therefore F.*

Table 4.14-23b
Freeway Weaving Levels of Service under 2020 plus Project Conditions

Segment	Peak Hour		Cumulative No Project (2020) Volume	Cumulative No Project (2020) LOS	Cumulative with Project (2020) Volume	Cumulative with Project (2020) LOS
I-215 NB south of University	AM	Weaving	2,334	F	2,507	F
	PM		1,823	E	2,037	F
I-215 NB north of University	AM	Weaving	1,923	F	1,981	F
	PM		1,557	D	1,737	E
I-215 SB south of University	AM	Weaving	1,737	E	1,860	E
	PM		3,305	F	3,508	F
I-215 SB north of University	AM	Weaving	1,310	C	1,446	D
	PM		1,946	F	2,166	F

Source: Fehr & Peers, 2011

Mitigation Measures: No mitigation measures for the freeway ~~segments~~ facilities impacted by the amended 2005 LRDP are feasible for the following reasons:

- In many instances, the freeway segments identified above are currently "built-out" and there are no plans to widen or improve these freeway segments. For example, no programmed or funded improvements to widen I-215 beyond its current configuration, where a majority of these impacts were identified, are available.
- There have been recent improvements to I-215, SR-60, and SR-91, particularly at the interchange where the three freeways converge, which further preclude additional improvements beyond what was previously built.
- Those freeways where future improvements are being considered and planned, such as portions of the SR-91 through downtown Riverside, are outside of the study area.
- The cost and scale of freeway expansion is beyond the capacity of UCR or any other single project to fund and complete on its own.

Significance after Mitigation: The impact would therefore be significant and unavoidable.

Section 4.14, Transportation and Traffic, pages 4.14-82

The following text has been revised to note that existing conditions refers to 2010 conditions:

The traffic analysis for the Existing Plus Project conditions presents the levels of service at freeway segments that would result from the full implementation of the 2005 LRDP Amendment 2 if it were built

out under current conditions (2010 conditions). The proposed SOM would increase campus trips by approximately 3,826 during the AM peak hour and 6,070 during the PM peak hour, as shown in **Table 4.14-10**. In addition, the proposed SOM would increase campus trips by approximately 2,230 during the mid-day peak hour, as shown in **Table 4.14-11**. The rest of the development on the campus under the 2005 LRDP would result in approximately 1,168 vehicle trips during the AM, PM, and mid-day peak hours, as shown in **Table 4.14-10** and **Table 4.14-11**.

Section 4.14, Transportation and Traffic, pages 4.14-84

The following text is hereby added under Impact 4.14-6 on page 4.14-84.

In addition to freeway Level of Service analysis reported above, an analysis of the level of service of the freeway merge/diverge sections at the SR-60/Central Avenue interchange and an analysis of the level of service of the freeway weaving section at the I-215/University Avenue interchange was completed for the proposed project. **Tables 4.14-24a** and **4.14-24b** report the results of the analysis. Similar to the results of the freeway mainline analysis, the merge/diverge and weaving analyses show that these facilities would operate at unacceptable levels of service under existing conditions, both with and without the addition of project traffic.

Table 4.14-24a
Freeway Merge/Diverge Levels of Service under Existing plus Project Conditions

			Existing (2010)		Existing Plus Project (2010)	
Segment	Peak Hour	Analysis Type	Density (pc/ln/mi)	LOS	Density (pc/ln/mi)	LOS
SR-60 NB south of Central	AM	Major Diverge	N/A [1]	F	N/A [1]	F
	PM		20.6	C	N/A [1]	F
SR-60 NB north of Central	AM	Basic	N/A [1]	F	N/A [1]	F
	PM		N/A [1]	F	N/A [1]	F
SR-60 SB south of Central	AM	Basic	12.6	B	13.5	B
	PM		34	D	42.7	E
SR-60 SB north of Central	AM	Diverge	22.8	C	23.9	C
	PM		N/A [1]	F	N/A [1]	F

Source: Fehr & Peers, 2011
[1] Volume sufficiently high that density exceeds allowable threshold, LOS is therefore F.

Table 4.14-24b
Freeway Weaving Levels of Service under Existing plus Project Conditions

Segment	Peak Hour		Existing (2010) Volume	Existing (2010) LOS	Existing Plus Project (2010) Volume	Existing Plus Project (2010) LOS
I-215 NB south of University	AM	Weaving	1,860	E	2,235	F
	PM		1,528	D	1,715	E
I-215 NB north of University	AM	Weaving	1,633	D	1,701	E
	PM		1,304	C	1,499	D
I-215 SB south of University	AM	Weaving	1,486	D	1,567	D
	PM		2,849	F	3,044	F
I-215 SB north of University	AM	Weaving	1,094	B	1,242	C
	PM		1,649	E	1,865	E

Source: Fehr & Peers, 2011

Mitigation Measures: For the reasons presented under **Impact 4.14-6** above, no feasible mitigation measures are available to address the proposed project's impacts on the freeway ~~segments~~ facilities.

Significance after Mitigation: The impact would be significant and unavoidable.

Section 4.14, Transportation and Traffic, pages 4.14-88

The following PS has been modified:

PP 4.14-8 To maintain adequate access for emergency vehicles when construction projects would result in roadway closures, the Office of Architects and Engineers ~~Design and Construction~~ shall consult with the UCPD, EH&S, and the RFD to disclose roadway closures and identify alternative travel routes.

Section 6.0, Alternatives, page 6.0-1

The following changes have been made to two of the objectives of the proposed project to clarify the intent of the University.

- Minimize travel distance between the East Campus academic core and the West Campus school of medicine by providing for enhanced pedestrian, bicycle and campus shuttle pathways/routes; and also be easily accessible to the Riverside community and the Inland Empire;

- Facilitate ~~Create~~ a pedestrian link over the freeway between East and West Campuses through the construction of ~~an ADA compliant~~ a pedestrian bridge that connects ~~with~~ two future parking structures with ADA compliance provided by the elevators within the parking structures;

Appendix 3.0, 2005 LRDP Planning Strategies, Programs, and Practices

The following PSs have been modified:

PS Open Space 6	Provide a new Campus Landmark Open Space on the West Campus, the Gage Canal Mall, to reflect the natural dry arroyos that are part of the Riverside landscape, and provide gathering/activity spaces within and adjacent to the Mall.

The following PP has been added and modified:

PP 4.9-1(d)	UCR strongly commits to working closely with the City of Riverside to address and resolve land use compatibility impacts arising from increased enrollment on the residential neighborhoods surrounding UCR, particularly related to the impacts of student housing and associated ~~attendant~~ parking, noise, and traffic ~~and other issues~~.

The following PP has been modified:

PP 4.14-8	To maintain adequate access for emergency vehicles when construction projects would result in roadway closures, the Office of Architects and Engineers ~~Design and Construction~~ shall consult with the UCPD, EH&S, and the RFD to disclose roadway closures and identify alternative travel routes.

3.0 COMMENTS ON THE DRAFT EIR AND RESPONSES TO COMMENTS

3.1 INDEX TO COMMENTS

As described in **Section 1.0, Introduction,** all comments on the Draft Environmental Impact Report (EIR) received in writing have been numbered, and the numbers assigned to each comment are indicated on the written communications that follow. No comments on the analysis of environmental impacts in the Draft EIR were received during the two public hearings held for the project. Transcripts of the public hearings are provided at the end of this section. All agencies, organizations, and individuals who commented on the Draft EIR are listed in **Table 3.0-1, Index to Comments,** below.

Table 3.0-1
Index to Comments

Commenter Number	Agency/Organization/Individual – Name
1	Governor's Office of Planning and Research
2	California Department of Toxic Substances Control
3	California Native American Heritage Commission
4	California Department of Transportation
5	South Coast Air Quality Management District
6	City of Riverside Community Development Department
7	Robert Phillips
PH 1	Public Hearing – University Community
PH 2	Public Hearing – Riverside Community

PH: Public Hearing

3.2 RESPONSES TO INDIVIDUAL COMMENTS

This section presents all written comments received on the Draft EIR and responses to individual comments.

Letter No. 1

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

September 15, 2011

Juanita W. Bullock
University of California, Riverside
3637 Canyon Crest Drive, F-101
Riverside, CA 92507

Subject: University of California, Riverside 2005 Long Range Development Plan Amendment 2
SCH#: 2010111034

Dear Juanita W. Bullock:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 14, 2011, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2010111034
Project Title University of California, Riverside 2005 Long Range Development Plan Amendment 2
Lead Agency University of California, Riverside

Type EIR Draft EIR

Description In 2005, the University adopted the 2005 LRDP which was designed to accommodate an increase in campus enrollment through 2015/16 and guide the physical development of the UCR campus. The proposed 2005 LRDP Amendment 2 involves changes to the 2005 LRDP Land Use map and changes to the text of the 2005 LRDP. The primary objective of the proposed 2005 LRDP Amendment 2 is to make appropriate changes to the Campus's land development plan that would facilitate the development of facilities to accommodate a new school of medicine on the UCR campus. The secondary objective is to make other changes to the 2005 LRDP that would improve the location of parking structures, allow for the development of better designed Open Space, and better utilize the available land base on the West Campus with the additional program needs.

Lead Agency Contact

Name Juanita W. Bullock
Agency University of California, Riverside
Phone (951) 827-7376 **Fax**
email
Address 3637 Canyon Crest Drive, F-101
City Riverside **State** CA **Zip** 92507

Project Location

County Riverside
City Riverside
Region
Lat / Long
Cross Streets East Campus-University/Canyon Crest; West Campus-Martin Luther King/Iowa
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways I-215/SR-60
Airports
Railways UPRR
Waterways Gage Canal
Schools
Land Use University Campus

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Drainage/Absorption; Noise; Population/Housing Balance; Public Services; Schools/Universities; Sewer Capacity; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 8; Department of General Services; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 08/01/2011 **Start of Review** 08/01/2011 **End of Review** 09/14/2011

Note: Blanks in data fields result from insufficient information provided by lead agency.

Response to Comment Letter 1 – Governor's Office of Planning and Research

Response to Comment 1

The Office of Planning and Research is indicating that the Campus has complied with the State Clearinghouse review requirements. This comment is acknowledged. Because this comment does not address the content of the Draft EIR, no further response is required.

Letter No. 2

Department of Toxic Substances Control

Matthew Rodriquez
Secretary for
Environmental Protection

Deborah O. Raphael, Director
5796 Corporate Avenue
Cypress, California 90630

Edmund G. Brown Jr.
Governor

September 7, 2011

Ms. Juanita W. Bullock, RLA, ASLA, AICP
Director of Physical Planning/Campus Landscape Architect
Capital Resource Management
3637 Canyon Crest Drive
Riverside, California 92507

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE UNIVERSITY OF CALIFORNIA RIVERSIDE LONG RANGE DEVELOPMENT PLAN AMENDMENT 2 PROJECT, (SCH #2010111034), RIVERSIDE COUNTY

Dear Ms. Bullock:

The Department of Toxic Substances Control (DTSC) has received your submitted draft Environmental Impact Report (EIR) for the above-mentioned project. The following project description is stated in your document: "The University of California proposes to amend the 2005 Long Range Development Plan (LRDP) for the University of California Riverside (UCR) campus. The proposed 2005 LRDP Amendment 2 involves changes to the 2005 LRDP Land Use map and changes to the test of the 2005 LRDP that are proposed primarily to allow for the establishment of a School of Medicine (SOM) on the West campus. The proposed 2005 LRDP Amendment 2 would not increase the total enrollment projected in the 2005 LRDP but would increase the total daily population on the campus as a result of the employees and visitors (patients) associated with the SOM that were not previously projected in the 2005 LRDP. The proposed Amendment 2 would not change any of the existing land use designations on the East Campus except for the inclusion and designation of recently acquired housing as residential land uses under the LRDP and a previously approved map change. The UCR campus is located in the City of Riverside, California. The campus is generally bounded by University Avenue and Blaine Street on the north, Watkins Drive and Valencia Hill Drive and its extension south on the east, a line extending east from Le Conte Drive on the south, and Chicago Avenue on the west. The campus is bisected diagonally by the I-215/SR-60 freeway. The campus area to the east of the freeway is called the East Campus and the area on the west is called West Campus. Land uses surrounding the campus are primarily residential, with some commercial uses along the major streets, with University Avenue as the primary commercial corridor between the UCR campus and downtown Riverside. The campus is listed on the CORTESE list due to contamination that was identified in the West Campus, south of Martin Luther King (MLK). An approximately 1-acre referred to as "the pits" was used in the past for the disposal of pesticides from

agricultural operations. Since remediation has been completed for these pits in December 2002 and no construction is planned in this area, it would not present a risk of exposure to hazardous materials".

Based on the review of the submitted document DTSC has the following comments:

1) DTSC provided comments on the project Notice of Preparation (NOP) on November 23, 2010; some of those comments have been addressed in the submitted draft Environmental Impact Report. Please ensure that all those comments will be addressed in the final EIR. 1

2) UCR's pesticide waste pits site located at the Agricultural Operations yard of the West Campus has been cleaned up. A five-year review of the effectiveness of the cleanup is currently being conducted under DTSC oversight. 2

3) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA. 3

If you have any questions regarding this letter, please contact Rafiq Ahmed, Project Manager, at rahmed@dtsc.ca.gov, or by phone at (714) 484-5491.

Sincerely,

Greg Holmes
Unit Chief
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
Attn: Nancy Ritter
nritter@dtsc.ca.gov

CEQA # 3296

Response to Comment Letter 2 – California Department of Toxic Substances Control

Response to Comment 1

This comment indicates that not all of the comments that the DTSC provided on the project Notice of Preparation (NOP) were addressed in the Draft EIR. The Campus did not receive any comments from the DTSC on the project NOP; however, DTSC was contacted after the receipt of their comments on the Draft EIR. The DTSC staff contact indicated that the response letter had been drafted, but due to a clerical error, the letter had not been sent to the Campus. It was forwarded to the Campus on September 29, 2011, for inclusion in the Final EIR. The letter from DTSC is included in **Appendix A** of this Final EIR.

In response to the NOP issued for the EIR, the DTSC indicated that the EIR should evaluate whether conditions within the project area may pose a threat to human health or the environment. The DTSC provided a listing of databases maintained by regulatory agencies that list hazardous waste sites to assist in this assessment. In addition, the DTSC stated that the EIR should identify the mechanism to initiate any required investigation and/or remediation for any site within the proposed project area that may be contaminated and that any environmental investigations, sampling and/or remediation for a site should be conducted under a work plan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The DTSC also indicated that if buildings, other structures, asphalt, or concrete-paved surface areas are being planned to be demolished, an investigation should be conducted for the presence of hazardous chemicals, mercury, and asbestos containing materials. The DTSC stated that contaminated soil should be properly disposed and that human health and the environment of sensitive receptors should be protected during any construction or demolition activities. Next, the DTSC indicated that if the site was used for agricultural, livestock or related activities, on site soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue, and that a proper investigation and remedial actions should be conducted. Finally, the DTSC indicated that all wastes must be managed in accordance with all rules and regulations related to the handling and management of hazardous waste and materials and that the DTSC could provide cleanup oversight.

As indicated on page 4.7-8 of the Draft EIR, the campus is listed on the CORTESE list, which is a list of hazardous waste sites compiled by the State of California pursuant to Government Code Section 6596.5, due in part to former pesticide disposal pits located in the agricultural teaching and research fields on the West Campus south of MLK. Remediation of the site was completed in December 2002 and a post-remediation monitoring period was cleared in June 2011. A land restriction identified in the LRDP Amendment 2 EIR as LRDP Amendment 1 prohibits establishment of sensitive land uses, such as a childcare center, on the site.

Development under the proposed 2005 LRDP Amendment 2 would be required to adhere to Campus Program and Practice (PP) 4.7-2, which requires the Campus to perform hazardous materials surveys on buildings and soils, if applicable, prior to demolition, and if hazardous materials are present, identify handling and disposal practices. Therefore, the Campus has an existing mechanism that would ensure the initiation of any required investigation and/or remediation for any site within the proposed project area that may be contaminated with hazardous chemicals, mercury, or asbestos containing materials. All environmental investigations, sampling, and/or remediation for a site as required under PP 4.7-2 would be conducted under a work plan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup.

As is current practice, any contaminated soils discovered on the campus would be disposed of in accordance with federal, state, and local regulations. In addition, to protect construction workers or campus occupants from hazardous substances, development under the proposed 2005 LRDP Amendment 2 would be required to implement PP 4.7-4, which would require the Campus to complete a Phase I environmental site assessment to determine the potential for soil or groundwater contamination prior to the demolition of structures or new construction on former agricultural fields, and conduct remediation if necessary.

As indicated in the Initial Study, development under the proposed amendment would be required to implement MM 4.7-4, which requires that prior to development on former agricultural lands, appropriate soil testing be performed to determine whether chemical residue is present from prior activities in amounts that would pose health hazards to construction workers and/or occupants of new buildings. If contamination is determined to be present, PP 4.7-4 would be implemented.

As indicated in the Draft EIR, development under the proposed amendment would also be required to adhere to PP 4.7-1, which would continue the implementation of current (or equivalent) health and safety plans, programs, and practices related to the use, storage, disposal, or transportation of hazardous materials, and PP 4.7-3, which would inform employees and students of hazardous materials minimization strategies applicable to research, maintenance, and instructional activities, and require the implementation of these strategies where feasible. Finally, the Campus will comply with all rules and regulations related to the handling and management of hazardous waste and materials and would contact the DTSC to provide cleanup oversight if required.

Response to Comment 2

This comment indicated that UCR's pesticide pits waste site located in the Agricultural Operations area south of Martin Luther King Jr. Boulevard on the West Campus has been cleaned up. As indicated on page 4.7-8 of the Draft EIR, remediation of the pesticide pits waste site was completed in December 2002.

The comment regarding DTSC's oversight in a five-year review of the effectiveness of the cleanup does not change the Draft EIR analysis and is noted.

Response to Comment 3

Comment noted. The Campus will continue to comply with all rules and regulations related to the handling and management of hazardous waste and materials.

Letter No. 3

STATE OF CALIFORNIA — Edmund G. Brown, Jr., *Governor*

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net

clear
9/14/11
o

August 24, 2011

RECEIVED
AUG 26 2011
STATE CLEARING HOUSE

Ms. Juanita W. Bullock, Environmental Planner
University of California, Riverside
3637 Canyon Crest Drive, F-101
Riverside, CA 92507

Re: SCH#2010111034 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the **"University of California, Riverside Long Range Development Plan, Amendment 2 Project;"** located in the City of Riverside; Riverside County, California.

Dear Ms. Bullock:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604). The NAHC wishes to comment on the proposed project.

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC Sacred Lands File (SLF) search resulted as follows: **Native American cultural resources were not identified** within one-half mile of the 'area of potential effect (APE). 1

The NAHC "Sacred Sites,' as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you 2

make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources. 2

Furthermore, the NAHC is of the opinion that the current project remains under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.' 3

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of he NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity. 4

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'. 5

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects. 6

2

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

3

Response to Comment Letter 3 – California Native American Heritage Commission

Response to Comment 1

This comment indicated that, according to a search of the Native American Heritage Commission's (NAHC) Sacred Lands File, Native American cultural resources were not identified within 0.5 mile of the campus. This is consistent with the Initial Study prepared for the proposed project and included in Appendix 1.0 of the Draft EIR. The Initial Study indicated that other than Gage Canal, which was determined not to be a historic resource, no other cultural resources, including Native American resources, were identified on land affected by the proposed Amendment 2 to the 2005 LRDP.

Response to Comment 2

As requested by the NAHC in its comment letter on the NOP for this EIR, the Campus sent out consultation letters to the eight tribes for which contacts were provided by the NAHC. One of the tribes responded in a letter stating that it supported UCR's effort of developing a long range development plan for the campus and requested copies of the EIR. The letter from the tribe is included in **Appendix A** of this Final EIR. A copy of the Draft EIR was sent to the tribe and a copy of the Final EIR will also be sent to the tribe.

Response to Comment 3

It is the responsibility of federal agencies to comply with the National Environmental Policy Act (NEPA). The University is a state entity and is therefore not required to comply with NEPA. Furthermore, the proposed project is not subject to NEPA or consultation with Native American tribes pursuant to Section 106 of the NHPA as no federal funds are involved, no federal permits are needed, and no resources under the jurisdiction of the federal agencies are present in the area that would be affected by campus development under the proposed 2005 LRDP Amendment 2. As noted in **Comment Letter 3, Response 2** above, UCR did complete consultation with eight tribes for which the NAHC provided contacts. With respect to historic properties, as discussed in the 2005 LRDP EIR, there are some historic era buildings on the campus that are eligible or potentially eligible for listing on the California Register of Historical Resources (CRHR) or the National Register of Historic Places (NRHP). The EIR includes a Planning Strategy to preserve historic buildings to the extent feasible, and Mitigation Measures MM 4.5-1(a) and (b) which require the Campus to retain a qualified architectural historian to evaluate a potential historic building for its significance, and if the building is found to be eligible for NRHP or CRHR listing, to follow the Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the State Historic Building Code, as appropriate when making modifications to such a structure.

Response to Comment 4

Comment noted. See also **Comment Letter 3, Response 3,** above.

Response to Comment 5

The Initial Study prepared for the proposed Amendment 2 to the 2005 LRDP indicated that ground disturbing activities associated with the development of land uses facilitated by the proposed 2005 LRDP Amendment 2 could affect unknown archaeological resources. Future development on the campus, including elements included in the proposed amendment to the 2005 LRDP, would continue to implement existing campus programs and practices, such as PP 4.5-3, which would require the preparation of a site-specific analysis and provisional measures to avoid impacting archaeological resources in the event that archaeological resources, including human remains, are encountered during construction. Therefore, implementation of the proposed 2005 LRDP Amendment 2 would not cause a substantial adverse change in the significance of an archaeological resource, including human remains.

Response to Comment 6

Comment noted. See also **Comment Letter 3**, **Response 1**, above.

Letter No. 4

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
PLANNING
464 WEST 4th STREET, 6th Floor MS 725
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-4557
FAX (909) 383-6890
TTY (909) 383-6300

Flex your power!
Be energy efficient!

August 29, 2011

Ms. Juanita W. Bullock
Director of Physical Planning
3637 Canyon Crest Drive
Bannockburn Suite F-101
Riverside, CA 92507

Environmental Impact Report for the University of California, Riverside 2005 Long Range Development Plan (LRDP) Amendment 2 (August 2011). Riv-215-PM 40.87/41.507

Dear Ms. Bullock,

We have completed our review for the above noted project. The project is located on the east and west of Interstate 215 (I-215) in the city of Riverside and is generally bounded by University Avenue and Blaine Street on the north, Watkins Drive and Valencia Hill Drive and its extension south on the east, and Chicago Avenue on the west.

Generally, the proposed 2005 LRDP Amendment 2 is to make appropriate changes to the Campus's land development plan that would facilitate the development of facilities to accommodate a new school of medicine on the UCR campus, to improve the location of parking structures, to better utilize campus Open Space for any future programs needed.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. As the responsible agency under the California Environmental Quality Act (CEQA), it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the County of Riverside due to the Project's potential impact to State facilities it is also subject to the policies and regulations that govern the SHS.

Traffic Forecasting

1. Figures 4.14-2a to 4.14-2d, there are two different years of traffic data collected for the proposed study. Label and very the existing year (i.e. 2009 or 2010). 1
2. Appendix 4.14: Figures 3A to 3D, there are two different years of traffic data collected for the proposed study. Label and verify the existing year (i.e. 2009 or 2010). 2
3. Appendix 4.14: Traffic Volumes Figures: all the existing and horizon years turning peak hour volumes need to be balanced. We are aware of the roadway entry and exit points between study intersections, but unbalanced vehicles will disappear during the traffic simulation if volumes are no balanced. Therefore volumes must be balanced especially at the on/off ramp intersections. 3

"Caltrans improves mobility across California"

4. Appendix 4.14: Intersection Impacts Section: need to explain the impact and mitigation at the Watkins Drive/SR-60 NB on-ramp since the AM peak hour for the existing plus project analysis has LOS F. 4

5. Appendix 4.14: Section 10: Freeway Impact Analysis: please label the existing year (i.e. 2005 or 2010) in tables 20 and 21. Could not verify freeway LOS calculations in Appendix F. 5

Traffic Operations

1. In order to determine the effects of the proposed development on the I-215 freeway, the traffic analysis must include ramp merge/diverge and weaving analysis for all scenarios at the University Ave/I-215, and Central Ave/SR-60 interchanges. 6

2. If the merge/diverge/weaving analysis shows the peak hour LOS at E or F at the I-215 freeway interchanges, then the project must include construction of auxiliary lane to mitigate the LOS to D or better. 7

3. Figure 3B, Existing Conditions Peak Hour traffic Volume – at Intersection #14, the EB traffic volumes do not add up to the volumes coming from Intersection #13, (80+595) not equal to (186+305) AM, (159+408) not equal to (42+521) PM.

4. Figure 3B, Existing Conditions Peak Hour traffic Volume – at Intersection #12, the WB traffic volumes do not add up to the volumes coming from Intersection #13, (166+353+78) not equal to (533+351) AM, (177+466+73) not equal to (664+93) PM. 8

5. Figure 3B, Existing Conditions Peak Hour traffic Volume – at Intersection #25, the EB traffic volumes do not add up to the volumes coming from Intersection #24, (186+971) not equal to (1043+129+125) PM.

6. Figure 7B, Existing Conditions Peak Hour traffic Volume – at Intersection #13, the EB traffic volumes do not add up to the volumes coming from Intersection #12, (530+398) not equal to (756+33+15) AM, (1115+1384) not equal to (2282+116+12) PM.

7. The above intersections are just spot checks. Please check and balance all the peak hour traffic volumes for all scenarios.

8. Please use HCS to calculate the LOS for all signalized intersections. 9

Hydraulics

1. The Study does not appear to address FEMA/floodplain issues. Please provide information within this DEIR explaining why FEMA/floodplain analysis may or may not be needed for this particular project. 10

Encroachment Permit

1. Any proposed alterations to existing improvements within State right-of-way may only be performed upon issuance of a valid encroachment permit and must conform to current Caltrans design standards and construction practices.

2. Review and approval of street, grading and drainage construction plans will be necessary prior to permit issuance.

11

Information regarding permit application and submittal requirements may be obtained by contacting:

Office of Encroachment Permits
Department of Transportation
464 West 4th Street, 6th Floor, MS-619
San Bernardino, CA 92401-1400
(909) 383-4526

We appreciate the opportunity to offer comments concerning this project. If you have any questions regarding this letter, please contact Joe Shaer at (909) 383-6908 or myself at (909) 383-4557 for assistance.

Sincerely,

DANIEL KOPULSKY
Office Chief
Community Planning/IGR-CEQA

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Response to Comment Letter 4 – California Department of Transportation

Response to Comment 1

The traffic counts were taken over several years and are derived from multiple sources including previous traffic studies. The dates of the traffic counts are provided in Appendix A of the Traffic Study and therefore noting the dates on the figures would be unnecessarily duplicative.

Response to Comment 2

See **Comment Letter 4, Response 1**, above.

Response to Comment 3

The traffic count data in the Traffic Study and EIR reflect the actual counts as they were collected and reported by a third-party data collection firm (See Appendix A of the Traffic Study). Balancing the counts for analysis purposes would result in adjustments to the data, which are not reflective of actual conditions. Additionally, many of the study intersections are located adjacent to other intersections and driveways which would prevent balancing the volumes. Because of these considerations, the volumes used in the traffic analysis were not balanced and balancing is not recommended at this time. Balancing involves artificially equalizing traffic volumes by adding and subtracting volumes on different movements so that adjacent intersection volumes better match up. As a result of subtracting volumes, there is a potential to reduce overall intersection volumes. Basing the analysis on traffic volumes without balancing provides a more conservative analysis of intersection impacts.

Response to Comment 4

The intersection of Watkins Drive and SR-60 NB on-ramp was included in the analysis at the request of the City of Riverside. However, the detailed traffic study determined that no project trips would be added to this intersection based on likely routing and travel patterns for the proposed project. Therefore, the project would not contribute to the existing degraded LOS at this intersection and no mitigation is required.

Response to Comment 5

The Existing Year for the Freeway Analysis is 2010, which is the year for which the freeway traffic count data was obtained. The EIR text has been revised to reflect the year – please see **Section 2.0, Revisions to the Draft EIR,** of this document.

The LOS calculations were performed using a volume to capacity approach whereby the freeway volume was compared against the capacity. This same approach was employed in the previous LRDP EIR document and was used in this analysis for consistency purposes.

Response to Comment 6

A detailed analysis of the proposed project's impacts on study area freeway mainline sections is presented under Impacts 4.14-6 and 4.14-7. That analysis shows that the project would result in significant LOS impacts on I-215 between Central Avenue and MLK, between SR-60 and Central Avenue, between University Avenue and MLK, and between University Avenue and Third Street. The Draft EIR also includes an analysis of LOS impacts at the ramp junctions of I-215 ramps with University Avenue and MLK and finds that the impacts would be significant. Project impacts at the ramp merge/diverge and weaving sections were assumed to be significant because the analysis concluded that impacts to the freeway mainline and ramp junctions were determined significant and therefore a separate merge/diverge or weaving analysis was not conducted in the Draft EIR. Such an analysis has been conducted for the Final EIR[1] and the results of the analysis are shown in **Tables 3.0-2** and **3.0-3** below. The analysis has also been added to Impacts 4.14-6 and 4.14-7 (see **Section 2.0, Revisions to the Draft EIR**).

Response to Comment 7

The analysis of the freeway mainline and weaving sections indicates that there is significant congestion which occurs both prior to and after the introduction of project traffic. Because of this finding, the EIR concluded that these impacts were considered to be significant and unavoidable since constructing the requisite improvements is beyond the means of any one individual project. Therefore, no auxiliary lane or other freeway improvements are identified in the EIR.

Response to Comment 8

Please see **Comment Letter 4, Response 3**, above.

Response to Comment 9

Because the project is located in the City of Riverside the Traffic Study employed Synchro 6.0 Software, as mandated by the City of Riverside. Synchro implements methodologies identified by the Highway Capacity Manual (HCM 2000).The HCM 2000 methodologies are also implemented by the Highway Capacity Software (HCS), which the commenter is requesting to be used instead.

Response to Comment 10

As noted in the Draft EIR (page 4.8-13), the portions of the West Campus that would be developed as a result of the proposed 2005 LRDP Amendment 2 do not lie within the 100-year floodplain of any drainage. As shown in the 2005 LRDP EIR Figure 4.8-2, the 100-year floodplains on the campus are

1 Memorandum from Fehr & Peers to Nita Bullock, UCR, dated October 19, 2011 (included in **Appendix B** of this Final EIR).

confined to portions of the East Campus adjacent to the University Arroyo and to the southerly portions of the West Campus that are adjacent to Box Springs Arroyo. The proposed project will not affect these areas. Therefore, no analysis of FEMA floodplain issues was included in the Draft EIR.

Response to Comment 11

Comment noted. If and when a specific development project that would encroach on the State right-of-way is proposed by the Campus, the University will file the necessary documents with Caltrans and obtain an encroachment permit.

Table 3.0-2
Freeway Ramp Merge/Diverge Analysis

Segment	Peak Hour	Analysis Type	Existing (2010)		Existing Plus Project (2010)		Cumulative No Project (2020)		Cumulative with Project (2020)	
			Density (pc/ln/mi)	LOS	Density (pc/ln/mi)	LOS	Density (pc/ln/mi)	LOS	Density (pc/ln/mi)	LOS
I-215 NB south of Central	AM	Major Diverge	N/A [1]	F	N/A [1]	F	N/A [1]	F	N/A [1]	F
	PM		20.6	C	N/A [1]	F	N/A [1]	F	N/A [1]	F
I-215 NB north of Central	AM	Basic	N/A [1]	F	N/A [1]	F	N/A [1]	F	N/A [1]	F
	PM		N/A [1]	F	N/A [1]	F	N/A [1]	F	N/A [1]	F
I-215 SB south of Central	AM	Basic	12.6	B	13.5	B	14.6	B	15.5	B
	PM		34	D	42.7	E	N/A [1]	F	N/A [1]	F
I-215 SB north of Central	AM	Diverge	22.8	C	23.9	C	26.1	C	27.2	C
	PM		N/A [1]	F	N/A [1]	F	N/A [1]	F	N/A [1]	F

Source: Fehr & Peers, 2011

[1] *Volume sufficiently high that density exceeds allowable threshold, LOS is therefore F.*

Table 3.0-3
Freeway Weaving Analysis

Segment	Peak Hour		Existing (2010)		Existing Plus Project (2010)		Cumulative No Project (2020)		Cumulative with Project (2020)	
			Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS
I-215 NB south of University	AM	Weaving	1,860	E	2,235	F	2,334	F	2,507	F
	PM		1,528	D	1,715	E	1,823	E	2,037	F
I-215 NB north of University	AM	Weaving	1,633	D	1,701	E	1,923	F	1,981	F
	PM		1,304	C	1,499	D	1,557	D	1,737	E
I-215 SB south of University	AM	Weaving	1,486	D	1,567	D	1,737	E	1,860	E
	PM		2,849	F	3,044	F	3,305	F	3,508	F
I-215 SB north of University	AM	Weaving	1,094	B	1,242	C	1,310	C	1,446	D
	PM		1,649	E	1,865	E	1,946	F	2,166	F

Source: Fehr & Peers, 2011

Letter No. 5

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

E-mailed: September 14, 2011
lrdp@ucr.edu

September 14, 2011

Ms. Juanita W. Bullock
Capital Resource Management
3637 Canyon Crest Drive
Riverside, CA 92507

Review of the Draft Environmental Impact Report (Draft EIR) for the UC Riverside 2005 Long Range Development Plan Amendment 2 Project

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are intended to provide guidance to the lead agency and should be incorporated into the final environmental impact report (EIR) as appropriate.

Based on a review of the draft EIR the AQMD staff is concerned about the potential undisclosed localized air quality impacts to sensitive receptors (i.e., future residences and child care facilities) during project construction. Specifically, the AQMD staff is concerned about the potential construction related air quality impacts to future residents that could be located north of Martin Luther King Boulevard within the project boundary depending upon project schedule. Therefore, AQMD staff recommends that the lead agency perform a localized significance analysis by either using the LSTs developed by the AQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/ceqa/handbook/LST/LST.htm. In the event that the lead agency finds any significant localized air quality impacts from the proposed project the lead agency should consider all feasible mitigation measures to reduce the project's air quality impacts. A list of construction related mitigation measures can be found at the following website: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html.

1

Pursuant to Public Resources Code Section 21092.5, AQMD staff requests that the lead agency provide the AQMD with written responses to all comments contained herein prior to the adoption of the final EIR. Further, staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact Dan Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments. 2

Sincerely,

Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

IM:DG

RVC110810-11
Control Number

Response to Comment Letter 5 – South Coast Air Quality Management District

Response to Comment 1

The commenter expressed concerned about potential undisclosed localized air quality impacts to nearby sensitive receptors during construction of development associated with the proposed Amendment 2 to the 2005 LRDP. The commenter recommends that the Campus perform a localized significance analysis either by using Localized Significance Thresholds developed by the Air Quality Management District or by performing dispersion modeling as necessary. The proposed project is an amendment to the campus's long range development plan and is not a specific development project. Therefore, the EIR provides a program-level analysis of the effects of the amended LRDP.

Localized significance analysis requires project-level data. Consistent with the Campus' current practice, as individual development projects under the 2005 LRDP Amendment 2 are proposed on the campus, UCR will conduct localized significance analysis for each development project to determine potential effects on nearby sensitive receptors.

Response to Comment 2

Comment noted and the request will be complied with as required by CEQA.

CITY OF RIVERSIDE

Community Development
Department
Planning Division

September 14, 2011

Tim Ralston, Associate Vice Chancellor
University of California, Riverside
Capital Resource Management
3637 Canyon Crest Drive
Bannockburn Suite F-101
Riverside, CA 92507

SUBJECT: NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE UNIVERSITY OF CALIFORNIA, RIVERSIDE LONG RANGE DEVELOPMENT PLAN AMENDMENT 2

Dear Associate Vice Chancellor Ralston:

Thank you for the opportunity to comment on the Notice of Availability (NOA) of a Draft Environmental Impact Report (DEIR) for the University of California, Riverside (UCR) Long Range Development Plan (LRDP) Amendment 2 (AMD 2). As is noted in the NOA, the LRDP is the document that guides the physical development of the UCR Campus in order to accommodate the projected campus enrollment (25,000 students). This proposal intends to amend the LRDP to accommodate the 3.1 million square-feet of new facilities required by the proposed School of Medicine (SOM), a project the City wholeheartedly supports. It also relocates parking structures, reconfigures open space areas, and relocates those land uses displaced by the SOM. This proposal would also include text changes to the LRDP to incorporate the University of California Policy on Sustainable Practices, UCR's Sustainability and Climate Actions Plans, as well as extend the LRDP's horizon year from 2015/2016 to 2020/2021.

Due to the scope and complexity of the proposed project, City staff met with UCR staff on September 2, 2011 to discuss a number of concerns with regard to various components of the proposed LRDP AMD 2 and DEIR. As discussed during the meeting, City staff's concerns stem from the potential significant impacts resulting from the proposed project on the City and the need to incorporate a set of mitigation measures into the DEIR that will offset the potential impacts. As such, City staff has fully reviewed the LRDP AMD 2 and DEIR and offers the following comments for your review and consideration as well as a set of recommended mitigation measures (enclosed) to incorporate into the DEIR.

Traffic

- The suggested cross sections included in the LRDP AMD 2 depict Martin Luther King Boulevard with 100 feet of right-of-way and Iowa Avenue with 82 feet of right-of-way. To appropriately mitigate any significant impacts related to traffic circulation, the cross sections and all other references to street right-of-way in the LRDP AMD 2 and DEIR as well as all future plans, including the master plan for the west campus, need to reflect the ultimate right-of-way widths as shown on the Riverside General Plan 2025 and as discussed in meetings with City and UCR staff. Martin Luther King Boulevard is depicted as a 110-foot arterial in the General Plan 2025. However, as discussed, the section of this boulevard between Chicago Avenue and State Route 60 needs to be constructed as a 120-foot arterial with three lanes of travel in each direction and a bicycle travel lane along the northerly side. Iowa Avenue is shown as a 110-foot arterial on the General Plan 2025. To adequately address this issue, the mitigation measures related to street right-of-way on Attachment 1 need to be included in the final EIR. 1

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Land Use

- The DEIR provides a program-level analysis of the potential land use impacts of the LRDP AMD 2. As such, the LRDP AMD 2 provides minimal development standards related to density, building heights and setbacks and, as a result, City staff is unable to fully analyze the potential impacts of the project. To adequately analyze and appropriately mitigate any potential impacts related to development standards, a mechanism is needed that would allow City staff to review and comment on the standards used to implement the various components of the LRDP at the project level. As such, the mitigation measure related to this impact enclosed with this letter needs to be included in the final EIR to adequately address this issue. 2

- The City is currently in the process of updating the University Avenue Specific Plan (UASP), a plan that represents a coordinated effort between the community surrounding University Avenue, the City, and UCR to improve the quality of life along University Avenue through a series of objectives, policies, and standards that guide all future development along the Avenue. An integral component of the UASP is the Avenue's connectivity to UCR and the surrounding student community. The DEIR fails to discuss and fully analyze how the LRDP will integrate with the UASP. It is critical that the City and UCR continue to work together to ensure that the planning efforts of both the UASP and the LRDP are implemented in a unified manner so that the areas where the two plans connect are seamlessly developed. City staff needs to be included in the implementation process of all future components of the LRDP and allowed to comment at the project level. As such, the mitigation measures related to this impact enclosed with this letter need to be included in the final EIR to adequately address this issue. 3

Aesthetics

- The LRDP AMD 2 identifies the potential for the SOM to include a 12-story "signature" building surrounded by several 6 to 7-story buildings within the west campus along with four parking structures proposed to be 7 to 8 stories above grade and located adjacent to the I-215 corridor. The structures along the freeway have the potential to create a tunnel effect for those on the freeway, a major gateway of the City. Given that the proposed project is programmatic in nature and, thus, the DEIR provides a program-level analysis of the potential aesthetic impacts, the actual impacts of the proposed SOM buildings and parking structures on the surrounding community and I-215 freeway corridor are difficult to determine. At a minimum, a mitigation measure needs to be included to have the parking structures maintain a significant setback from the freeway with large specimen tree plantings to ensure an attractive corridor and avoid a tunnel effect. To adequately analyze and appropriately mitigate any other potential aesthetic impacts as a result of the project, a mechanism is needed that would allow City staff to review and comment on the design aspects of all future components of the LRDP as they are implemented at the project level. As such, the mitigation measure related to aesthetics impacts enclosed with this letter needs to be included in the final EIR to adequately address this issue. 4

Overall

- The DEIR states that several intersections within the LRDP planning area and the surrounding community will operate at a Level of Service (LOS) F at complete build out of the LRDP. Among the proposed mitigation to offset this significant impact, UCR proposes to pay a proportional fair-share cost to signalize intersections, add turning and thru lanes, and retime signals at the impacted intersections. However, the LRDP and DEIR fail to include time and sequencing for the construction of the campus buildings and for the proposed mitigation measures. Development on the campus needs to be coordinated with the City in the same manner as private development projects with respect to fee collection for impacts. This would allow the appropriate traffic mitigation measures for specific projects to be properly identified and implemented. 5

- With respect to sewer, UCR proposes to pay a proportional fair-share cost to mitigate impacts related to sewer capacity during project-level implementation of the LRDP. Since construction projects on the campus are not required to follow the City's development and design review process, the City has no method of tracking and collecting the sewer connection fees required of all users of the City's wastewater collection and treatment facilities. This has resulted in UCR not paying the sewer connection fees for numerous buildings. There needs to be an enforceable mechanism to collect the fee. 6

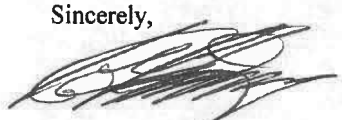
- The Public Services section of the DEIR discusses the need to construct a new fire station in the future to meet the fire protection needs of the campus growth as projected in the LRDP. Specifically, it states that the Riverside Fire Department (RFD) will not be able to meet the response time standard from the nearest fire station to UCR (Station No. 4) as a result of the anticipated growth under the LRDP. As such, construction of a new fire station near UCR to serve the campus and surrounding community will need to be constructed. To mitigate this significant impact, UCR proposes to pay a proportional fair-share cost at such time that the City proposes to construct a new fire station. However, the City and UCR may not be in a position to fund the construction of a new fire station at the time that it is needed to service the projected growth under the LRDP. There needs to be an enforceable mechanism to collect the funds to build the fire station and if the funds cannot be found this impact is significant and a statement of overriding considerations will be needed. 7

- The DEIR provides a program-level analysis of the potential land use impacts of the LRDP AMD 2. As such, the LRDP AMD 2 provides minimal development standards related to density, building heights and setbacks and, as a result, City staff is unable to fully analyze the potential aesthetic and design impacts of the project. To adequately analyze and appropriately mitigate any potential impacts related to design and aesthetics, a mechanism is needed that would allow City staff to review and comment on the standards used to implement the various components of the LRDP at the project level. As such, the mitigation measure related to this impact enclosed with this letter needs to be included in the final EIR to adequately address this issue. 8

- To adequately mitigate any significant impacts related to traffic, sewer, fire, land use compatibility and design a timeline is needed for mitigation to become effective as phases of development are approved, otherwise these impacts are not mitigated. Therefore, it is recommended that a mitigation measure be added as proposed under the heading "Overall" on Attachment 1. This proposed mitigation measure would create a process where UCR can determine, as they budget for the project, what possible mitigations may be needed and then once again at the commencement of Schematic Design stage as the project becomes a firm project UCR can actually begin to design the mitigation into the project and ensure that the mitigation is built with the project. Lastly, as the project is completed UCR will submit a copy of the Notice of Completion to the City so the City can work with UCR to collect any required mitigation fees that are needed to ensure that all impacts are adequately mitigated. As such, a mitigation measure has been drafted accordingly in Attachment 1 to adequately address this issue and it needs to be added to the final EIR. 9

City staff appreciates your collaboration on this project and looks forward to continuing to work alongside UCR staff to address the concerns associated with this project. Should you have any questions regarding this letter, please contact Gus Gonzalez, Associate Planner, at (951) 826-5277 or by email at ggonzalez@riversideca.gov.

Sincerely,



Ken Gutierrez, AICP
Planning Director
Enclosures: Attachment 1

cc: Ronald Loveridge, Mayor
Riverside City Council Members
Scott Barber, Interim City Manager
Belinda Graham, Assistant City Manager
Deanna Lorson, Assistant City Manager
Kristi Smith, Supervising Deputy City Attorney
Susan Wilson, Deputy City Attorney
Dan Chudy, Interim Community Development Director
Siobhan Foster, Public Works Director
Tom Boyd, Deputy Public Works Director/City Engineer
Rob Van Zanten, Principal Engineer
Steve Libring, Traffic Engineer
David Wright, Public Utilities General Manager
Kevin Milligan, Public Utilities Assistant General Manager/Water
Steve Badgett, Public Utilities Deputy General Manager/Energy Delivery
Steve Earley, Fire Chief
William Schellhous, Fire Marshal
Nita Bullock, Director of Physical Planning, University of California, Riverside Capital Resource Management, 3637 Canyon Crest Drive, Bannockburn Suite F-101 Riverside, CA 92507

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Attachment 1

CITY OF RIVERSIDE RECOMMENDED MITIGATION MEASURES

Overall

- For all projects proposed under the LRDP, UCR will submit the plans to the City of Riverside, Planning Division at the Predesign stage to garner input on such items as mitigation needs (sewer fees, traffic, fire, police, etc.), design, and land use compatibility input. UCR will then submit the proposed project again at the Commencement of Schematic Design stage, when plans have become more complete and are ready for design/build to City of Riverside, Planning Division to get the same information but at a more exacting level. Lastly, UCR will submit the Notice of Completion to the City of Riverside, Planning Division when the building is ready for occupancy so the City can collect any outstanding mitigation fees to ensure all impacts are mitigated.

Traffic

- All plans in the LRDP shall be revised to reflect Martin Luther King Boulevard between Chicago Avenue and State Route 60 as a 120-foot arterial with three lanes of travel in each direction and a bicycle travel lane along the northerly side.

- All plans in the LRDP shall be revised to reflect Martin Luther King Boulevard westerly of Chicago Avenue as a 110-foot arterial, as depicted on the Riverside General Plan 2025 Circulation Element.

- All plans in the LRDP shall be revised to reflect Iowa Avenue as a 110-foot arterial, as depicted on the Riverside General Plan 2025 Circulation Element.

Land Use & Aesthetics

- Prior to construction of any and all components proposed under the LRDP, UCR shall submit full-size, scaled design plans to the City of Riverside Planning Division during the master planning phase as well as the design review process and allow the City sufficient time to fully review and comment on all development standards used to implement the LRDP, including but not limited to, architecture, landscaping, building/structure massing, orientation, height and setbacks.

- UCR shall continue to work cooperatively with the City of Riverside to ensure that the planning efforts of both the LRDP and the University Avenue Specific Plan (UASP) are implemented in a unified manner so that the areas where the two plans connect are seamlessly developed, including addressing the UASP in the Master Plan for the School of Medicine.

- Proposed parking structures 1, 2, 4, and 6 shall be setback 40 feet from Caltrans right-of-way and this area shall be planted with at least 36-inch to 48-inch box tree specimens known to grow in heights capable of reaching 70-feet to 100-feet in our climate under the conditions of the site.

Response to Comment Letter 6 – City of Riverside

Response to Comment 1

The Draft EIR's analysis of roadway segment impacts (Impact 4.14-3) did not find any significant roadway segment impacts on MLK between Chicago and Canyon Crest Drive or on Iowa Avenue between University Avenue and MLK (see Draft EIR Table 4.14-21 on page 4.14-77) With respect to the depiction of the street right of ways of these roadways in the amended 2005 LRDP, the University has revised the LRDP Amendment 2 street sections to reflect that the ROW for MLK is 120 feet and for Iowa Avenue is 110 feet. Because the revisions do not change the significance conclusions of the Draft EIR or create a new impact, the commenter's request that these revisions be made pursuant to a mitigation measure is not required. Please note that the 2005 LRDP Amendment 2 provides for a pedestrian path and a bike lane on campus land paralleling MLK on the north side of MLK between Canyon Crest Avenue and Chicago Avenue.

Response to Comment 2

The Draft EIR appropriately provides a program-level analysis of the land use impacts of the proposed amendment. As shown by the analysis on pages 4.9-11 through 4.9-25, all of the land use impacts would be less than significant and no mitigation is required. No specific facilities or development projects implementing the LRDP Amendment 2 have been proposed or approved. As there would be no significant land use impacts or aesthetic impacts from development of land uses associated with the proposed LRDP Amendment 2, no mitigation is required.

Furthermore, if specific development projects are proposed to implement the LRDP Amendment 2 and are determined to result in a significant impact, CEQA requires the identification of mitigation measures or alternatives to lessen or eliminate the significance. The development standards identified in the proposed LRDP Amendment 2 are intended to serve as a baseline to guide campus planning for a specific facility. The commenter has requested a process to review individual development proposals implementing the LRDP Amendment 2 that is already codified in CEQA, which provides an opportunity for the public to review and comment on specific development projects at the time proposed. Further, the commenter's proposed mitigation measure is for the establishment of a process and does not eliminate or reduce an identified significant project impact and is therefore not required by CEQA.

However, the University has an established process whereby campus neighbors are invited to two meetings during the schematic design phase for proposed projects requiring public review under CEQA. The meetings occur prior to the release of any CEQA documentation for public review. The first meeting is intended to solicit community input on the proposed project design; the second meeting is a presentation by the Campus, following its review, consideration and where feasible, incorporation of

project revisions presented during the first meeting, of the project it proposes to analyze pursuant to CEQA. The existing pre-CEQA meetings are public and the City is welcome to attend. The Campus will add the City to the meeting notices to solicit its participation.

In addition, the Campus has committed to work with the City to develop a Memorandum of Understanding (MOU) to establish a process for Campus-City information sharing, coordination and cooperation regarding 2005 LRDP Amendment 2 implementation. The MOU would address the process for City review and input on UCR projects to facilitate an early understanding of off-campus impacts and potential solutions, including, where necessary, the collection of payments from UCR for its proportional share of improvements. In addition, the Campus will continue to provide City staff with a "heads up" on new projects being considered by the Campus at the pre-design stage during the staff level monthly City/UCR Coordinating Committee Meetings. The pre-design phase of a capital project develops a Detailed Project Program which is posted on the CRM website for early information regarding a potential capital project.

Response to Comment 3

The University Avenue Specific Plan (UASP) is a specific plan for the area centered along University Avenue, extending from the campus west toward Park Avenue in downtown Riverside. The UASP area borders the West Campus to the north; only the buildings/parcels fronting on University Avenue just west of the freeway (UNEX, Human Resources Office Building, and Highlander Hall Office Building) are included in the boundaries of the UASP. The Land Use section of the Draft EIR has been revised to include a description of the plan and the update of the plan that is currently underway.

As a state entity, the University of California is not subject to municipal land use plans, policies, or regulations. However, it is the policy of the Campus to seek consistency with regional and local plans and policies, where feasible. In the context of implementing the Amendment 2 to the 2005 LRDP, the Campus will work with the City to coordinate development on the West Campus with the off-campus development in the UASP area. As noted above, no development has been approved on the West Campus, and that when the Campus proposes a project that implements Amendment 2 to the LRDP, the City will have an opportunity to participate in the CEQA review process. In addition, the Campus has an established process whereby it invites the community to review development proposals in advance of the release of any CEQA documentation for public review. See **Comment Letter 6, Response 2**, above. This process will provide an opportunity to the City to provide input on specific campus development proposals on the West Campus prior to the selection by the Campus of a preferred design and configuration that will be subject to CEQA review. The University has also added a new Program and

Practice (PP) that commits the Campus to work closely with the City of Riverside to address and resolve land use compatibility impacts. Please see **Section 2, Revisions to the Draft EIR.**

Response to Comment 4

See **Comment Letter 6**, **Response 2,** above. No mitigation measure is required, as the City will have opportunities to comment on individual development projects allowed under the proposed 2005 LRDP Amendment 2 as and when they are proposed. The land use areas designated in the 2005 LRDP Amendment 2 are envelopes for development, and do not represent specific building sites or footprints. Accordingly, the *Parking* land use designation is generally assumed to be for the development of parking structures, however, design criteria, including setbacks for parking structures and permitted uses within parking structures such as commercial/retail and office provided through Amendment 2 to the LRDP would be addressed when and if a parking structure is proposed on a specific site, and, as stated above, the City would have an opportunity during the established community meetings process and CEQA process to provide input and comment on any specific design elements at that time.

Response to Comment 5

The Draft EIR does not present the time and sequencing for the campus buildings that would be constructed in the future as such information is not available at this time. The proposed 2005 LRDP Amendment 2 is not an implementation plan and adoption of the proposed amendment does not constitute a commitment to any specific project, construction schedule, or funding priority. Rather the 2005 LRDP and any revisions made as a result of the proposed Amendment 2, describes an envelope for campus development, which may or may not be realized depending on enrollment growth, academic programs, available funding, and a host of such factors. Therefore the EIR presents a traffic mitigation program that allows the Campus to monitor the growth in its traffic on the one hand and a formula based on which the Campus would make proportional share payments to the jurisdiction (City or Caltrans) whose facility is adversely affected by the growth in campus-related traffic and other regional traffic. As noted in the Draft EIR (page 4.14-64), the University's payment of its proportional share of the cost of the improvement will be made available to the jurisdiction no later than the start of construction of that improvement or when implementation of the improvement is reasonably certain. The Campus has also committed to the development of a MOU with the City. See **Comment Letter 6, Response 2**, above.

Response to Comment 6

CEQA requires an analysis of the environmental consequences of proposed public agency actions and does not apply to economic or social impacts. As set forth in the Draft EIR (page 4.15-34), in regards to environmental impacts UCR has committed to contribute proportional share funding towards mitigating the environmental effects of any expansion in sewer facilities necessitated, in whole or in part, as a result

of UCR growth and demand per MM 4.15-4. It would be the responsibility of the City to inform the University that such a payment is needed.

Government Code 54999 allows a local jurisdiction to collect funds from a State entity to construct sewer facilities that would serve the State entity. As discussed in the Draft EIR (page 4.15-34), generation of wastewater in excess of available sewer line capacity could require the construction of new facilities or the expansion of existing facilities. If the Campus needs exceed the negotiated amount or the new wastewater flows from a future project on the campus exceed the capacity of the City sewer line receiving those flows, the City may initiate the process of determining an appropriate negotiated payment by UCR proportional to the University's share of improvements to provide sufficient conveyance capacity pursuant to Government Code 54999 et seq. The University understands that the City is in the process of developing information required by Government Code 54999, et seq. in regards to initiating the process for collecting funds from the Campus for sewer development and infrastructure not presently collected through sewer rates.

Response to Comment 7

CEQA requires an analysis of the environmental consequences of proposed public agency actions and does not apply to economic or social impacts. As clearly stated in MM 4.12-1, the University will pay a proportional share of the cost of the environmental mitigation required for the new fire station, this in the event that there are significant environmental impacts from fire station construction that require mitigation. The cost of constructing the fire station is not a CEQA issue; only the environmental impacts from constructing the fire station are a CEQA concern. See also **Comment Letter 6, Response 2**, above regarding a MOU with the City.

Response to Comment 8

Please see **Comment Letter 6, Response 2**, above.

Response to Comment 9

Please see the preceding responses to **Comment Letter 6**. The environmental review process for specific development projects at UCR will continue to provide the City with an opportunity to provide input about the campus projects, impacts and proposed mitigation measures so that the City's concerns are addressed as the project is implemented. Also as noted in the responses above, the University has an existing process whereby its neighbors are invited to two meetings regarding proposed projects requiring public review under CEQA prior to the release of any CEQA documentation for public review. As part of that process, the University will invite the City to attend. Further, campus project managers will continue to provide any required CEQA notices to the City of Riverside at the same time any such notices are filed with the State Clearinghouse and County Clerk.

Letter No. 7

From: Robert Phillips [mailto:raphillips129@yahoo.com]
Sent: Wednesday, September 14, 2011 4:52 PM
To: lrdp@ucr.edu
Subject: 2005 LRDP AMENDMENT 2 COMMENTS ON EIR

September 14, 2011

Dear Ms. Bullock,

I offer the following general comments on the draft EIR for the 2005 LRDP Amendment 2:

The land-use designation for the triangular parcel at the northeast corner of Martin Luther King Drive and Canyon Crest Drive (hereinafter, the "triangle") should remain as it is, so that the Environmental Health and Safety (EHS) facility can be constructed there, rather than on Watkins Drive. UCR wants to change the parcel's designation entirely to "parking" to justify placing EHS elsewhere, but the "triangle" is far better than Watkins Drive for the EHS, for several reasons:

1) The triangle is immediately adjacent to Interstate 215/State Route 60, so that waste material will not have to be transported through residential neighborhoods to reach the freeway. 1

2) The triangle is away from sensitive land uses, such as single-family homes, dormitories, and UCR's Child Development Center.

3) The triangle is close to existing and proposed sites for laboratories and medical-school facilities, reducing the distance that medical and chemical wastes would need to be transported and thereby reducing air pollution and possibility of toxic spills.

4) The Watkins Drive site is directly across the street from a railroad track where three derailments have occurred in recent memory. If the Perris Valley Line project is implemented, the possibility of derailments will be greatly increased.

The existing "parking" parcel on the "triangle" can remain at its current size, and the other proposed parking garages can be made larger to reach the total parking goal. 2

The traffic study fails to include the stop-controlled intersection of Watkins Drive and Valencia Hill Drive, where there are enormous backups during morning and evening peak hours. In the evening, eastbound traffic on Watkins Drive often backs up nearly to Blaine Street. 3

The analysis of carbon monoxide (CO) "hot spots" fails to include any stop-controlled intersections, and the CO levels are estimated at the edge of the intersection. During peak hours at the intersection of Watkins Drive and Valencia Hill Drive, long lines of vehicles creep forward for long periods as they approach the intersection. The concentration of pollutants is greatest in these lines of idling cars, not at the intersection itself, The analysis should account for these factors and should include this intersection. 4

The proposed six- and seven- and 12-story buildings in the medical school will be completely out of scale with surrounding development. There is only one seven-story building near the campus (University Towers). The nearest 12-story buildings are several miles away, in downtown Riverside, west of State Route 91. The vast majority of the buildings near the West Campus are one to two stories in height. 5

Thank you for your consideration.

Robert Phillips
3511 Watkins Drive
Riverside, CA 92507
(951) 788-1694

3

Response to Comment Letter 7 – Robert Phillips

Response to Comment 1

The issues brought up in this comment pertain to the proposed Environmental Health and Safety (EH&S) Expansion project on the East Campus, which is a separate project from the proposed 2005 LRDP Amendment 2 project. These issues will be addressed in the environmental analysis being conducted separately for the EH&S Expansion project.

Response to Comment 2

In order to provide an approximately 40-acre site for the School of Medicine on the West Campus just west and adjacent to the West Campus academic core, one parking structure, formerly planned to be located on the SOM site was moved to the northeast corner of the West Campus to serve the academic core and another parking structure on the SOM site was deleted. The parking stalls located in the deleted structure were apportioned to the remaining three parking structures on the West Campus for commuters to the West Campus academic core and also to the west side of the East Campus academic core. The *SOM* land use area has two parking structures to serve the medical school and associated uses such as the ambulatory care clinic and medical office buildings. In order to accommodate the proposed parking stalls and the new relocated stalls in the proposed parking structure located at the northeast corner of Martin Luther King Jr. Boulevard (MLK) and Canyon Crest Drive, a larger footprint which encompasses the entire site is required to provide adequate stacking space from MLK to the entrance to the structure and to accommodate the additional stalls. The site boundaries as well as the location adjacent to the freeway and the Canyon Crest Drive underpass make it very difficult to accomplish the stacking distance and circulation of the parking structure without using the whole site. The other parking sites have other issues with stacking distance as well and have also been required to take a portion of the deleted parking structures stalls. For all of these reasons, the existing *Parking* parcel within the triangular area could not function as it is currently and needs to be expanded to include the entire triangular area on MLK at Canyon Crest Drive.

Note that the Draft EIR evaluated two locations for the SOM on the East Campus, which would avoid the need to re-designate the triangular area for parking. However, for reasons presented in the EIR (pages 6.0-3 and 6.0-4), neither site was found to be feasible. The Campus also considered an increased density alternative (page 6.0-6) with the purpose of leaving the Campus Reserve site undeveloped. The analysis of that alternative showed that given the proposed density of development at 1.9 FAR, further increases in the density of development of the West Campus were not feasible. The same reasoning would apply if the West Campus development density was to be increased in order to avoid re-designating the entire triangular parcel for parking. The Draft EIR does analyze the No Project alternative under which the

proposed amendment would not be implemented and the triangular parcel's existing land use designations would remain unchanged.

Response to Comment 3

The intersections analyzed in the Traffic Study for the Draft EIR were selected through consultation between the University and the City of Riverside. Exclusion of this intersection from the analysis is based on the City of Riverside's traffic impact analysis criteria of evaluating intersections that are anticipated to receive 50 or more project trips during peak hours. The locations selected for analysis represent the main locations through which traffic from the University and the proposed Medical School will travel through on a regular basis. As such, not all intersections within the area around the University or within the University boundary were subject to analysis. The intersection noted by the commenter was not one identified through consultation with UCR or the City of Riverside as a major location and was not included in the traffic analysis. A review of the project trip distribution and assignment indicates that there would be less than 15 peak hour trips using this intersection during the AM and PM peak hour at full implementation of the 2005 LRDP Amendment 2[2] . This level of traffic indicates that this intersection would carry a limited amount of project related traffic, which supports the decision to exclude this intersection from the analysis.

Response to Comment 4

The comment states that the Draft EIR does not include an analysis of carbon monoxide (CO) hotspots at stop-controlled intersections, namely at the intersection of Watkins Drive and Valencia Hill Drive. The comment also indicates that the CO levels should be estimated at the edge of roadway where cars are lined up, and not at the intersection itself. Based on traffic volumes on Watkins Drive and considering the existing closure of Valencia Hill Drive, north of Big Springs Road, traffic volumes at this stop-controlled intersection would be less than the traffic volumes at the signalized intersections that were included in the traffic study. As a result, CO concentrations at the intersection of Watkins Drive and Valencia Hill Drive would be less than the concentrations reported in the Draft EIR. As shown in Table 4.3-10 of Section 4.3, Air Quality, the maximum CO concentrations under cumulative plus project traffic conditions for a 1-hour and 8-hour averaging period are 8.8 parts per million (ppm) and 3.5 ppm, respectively. These values are inclusive of background CO concentrations and are much less than the significance thresholds of 20 ppm for a 1-hour average and 9.0 ppm for an 8-hour average. The maximum CO concentrations were estimated at the intersection of Canyon Crest Drive and MLK. Peak traffic volumes under cumulative plus project traffic conditions at this intersection were estimated at over 3,400 vehicles per hour along Canyon Crest Drive and over 4,300 along MLK. Because traffic volumes at the intersection of

2 Fehr & Peers Memorandum to Nita Bullock, UCR, dated October 19, 2011 (included in **Appendix B** of this Final EIR).

Watkins Drive and Valencia Hill Drive would be lower than the volumes at Canyon Crest Drive and MLK, CO concentrations would also be lower and impacts would be less than significant.

The simplified CALINE4 analysis measures CO concentrations at the edge of the roadway with the highest traffic volume. Section 4.3, Air Quality, states that the simplified CALINE4 "model is utilized to predict future CO concentrations 0 feet from the intersections in the study area (i.e., directly adjacent to the intersections)" (Draft EIR, pages 4.3-32 and -33). The statement that CO concentrations are measured "0 feet from the intersections" denotes that the analysis accounts for both the north-south and east-west roadways and not just a single roadway. Therefore, because the simplified CALINE4 analysis already provides estimated CO concentrations at the edge of the roadway, no further analysis is required.

Response to Comment 5

The area to the north of the West Campus along University Avenue is zoned for higher density commercial and residential uses, with commercial uses allowed heights of up to 75 feet (six to seven stories). With the exception of the 12-story signature building that could be accommodated by the 2005 LRDP Amendment 2, but has not been proposed or approved, the heights of the buildings proposed as part of the SOM would be similar to the allowable heights along University Avenue. Furthermore, the 12-story signature building would not impose upon existing or future development surrounding the West Campus, as it would be located in the interior portion of the SOM on the West Campus some distance from any city streets. Finally, all development associated with the proposed Amendment 2 to the 2005 LRDP would undergo individual environmental review to assess compatibility with surrounding uses.

CERTIFIED COPY

THE 2005 LRDP AMENDMENT TO EIR SCOPING MEETINGS

REPORTER'S TRANSCRIPT OF PROCEEDINGS

TUESDAY, AUGUST 30, 2011, 12:06 P.M.

3637 CANYON CREST DRIVE

RIVERSIDE, CALIFORNIA

Reported by:

Delia M. Satterlee, CSR 9114

Hutchings Number 331412

CERTIFIED COPY

THE 2005 LRDP AMENDMENT TO EIR SCOPING MEETINGS

REPORTER'S TRANSCRIPT OF PROCEEDINGS

TUESDAY, AUGUST 30, 2011, 12:06 P.M.

3637 CANYON CREST DRIVE

RIVERSIDE, CALIFORNIA

Reported by:

Delia M. Satterlee, CSR 9114

Hutchings Number 331412

APPEARANCES:

IMPACT SCIENCES
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UNIVERSITY OF CALIFORNIA RIVERSIDE
CAPITAL AND PHYSICAL PLANNING
BY R. UMASHANKAR and JUANITA BULLOCK
3637 Canyon Crest Drive
Bannockburn F-101
Riverside, California 92507

Public in attendance:
TIM PAINE
KATHY BARTON
SAM WEISS
JEAN WEISS

RIVERSIDE, CALIFORNIA - TUESDAY, AUGUST 30, 2011

12:06 P.M.

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MS. BULLOCK: This is a public hearing to review the long-range development plan amendment to EIR, which we are in the process of finishing up. We will be taking it to The Regents, the November Regents meeting, if everything goes as planned. And it's basically to create land use on the west campus for the School of Medicine, which was approved by The Regents first in 2005 and then again in 2008.

We had a long-range development land use plan for the 2005 LRDP that had a campus reserve area at the northeast corner of Martin Luther King and Chicago. And we originally had sited the medical school there.

A couple of years ago, about a year and a half ago when we got a new chancellor and a new dean of medicine, the first dean for the School of Medicine, discussions were reopened and the upshot of the decision was that the school wanted to have closer connection to the academic core on the east campus as well as the west campus.

So we moved it from the northeast corner of Chicago

and Martin Luther King to the northeast corner of Iowa and Martin Luther King.

And if you look at this map, which is the new land use map that we are proposing, this is the medical school. All of this blue is academic (indicating). The blue on the east side of the campus is for the undergraduates. The blue on the west side is for professional and graduate students and then the School of Medicine. So the whole academic core will be contiguous with each other. We kind of ignore the freeway.

So this is the EIR, the official, legal document that assesses all of the potential environmental impacts that are being proposed for this change of land use and the other changes of land use on the EIR.

Our consultant is Shabnam Barati from Impact Sciences in Oakland and she will walk you through the process.

MS. BARATI: Okay. So can you put the next up?

MR. UMASHANKAR: (Indicating.)

MS. BARATI: Okay. All right. Thank you, Nita.

As Nita explained, I am the consultant who put the environmental impact report together.

And briefly, this is the agenda for our meeting today. The first thing I will go into is the CEQA

process and where we are in that process, and a little bit about the project description. Pretty much what Nita explained. What caused us to start looking at this land use map again. And then the significant environmental impacts identified in this EIR and alternative looks at this EIR.

And then finally, which is really the most important part of this meeting, is to have people come out and comment on -- provide us comments to consider in the final EIR.

So let's go to the second slide.

MR. UMASHANKAR: (Indicating.)

MS. BARATI: Okay. Very briefly, I think we presented this slide before, too, when we were doing the earlier meeting for the public out here, too, and the campus community.

CEQA is the state law for the protection of environmental resources. And what it says is that if there is a lead agency or any public agency that's going to make a decision which is a discretionary decision, they can choose to do it or not choose to do it.

If it is a discretionary decision, then they need to look at CEQA, they need to make sure they comply with CEQA.

And so in view of that, the campus looked at this

proposed amendment to the previously adopted long-range development plan. We use the word LRDP, acronym. That stands for the "long-range development plan" and the plan was adopted back in 2005.

The proposal now is to amend it and because that amendment is a discretionary approval, a discretionary action, it is subject to the California Environmental Quality Act and therefore the university must look at it.

Next slide.

MR. UMASHANKAR: (Indicating.)

MS. BARATI: This is the environmental review process. First, an evaluation is done. This is a project under CEQA and the campus determined, yes, it is a project subject to CEQA. And the campus also determined that it needed an environmental impact report.

So an environmental impact report process was initiated. We had a scoping meeting here in the same area -- I forget the room, but it was in the same building a few -- several months ago. I am not recalling the dates.

MS. BULLOCK: November.

MS. BARATI: November. Back in November.

And then we got comments from people, from agencies

as well as the public at large, as to what needs to be looked at in the environmental document. So we took those into consideration.

And then we, the consultants, my firm and a couple of other firms, collaborated and put the draft EIR together. The draft EIR now has been published. It's available for public and agency review.

And during the time that the draft EIR circulates, and it circulates for 45 days, in that 45-day period, the lead agency needs to hold a hearing to invite public comments in a forum such as this, where people can come out and talk about their comments -- give us their comments on the EIR.

So that's what we are doing here today. We have one in the morning now, and then another meeting in the afternoon, early evening.

MS. BULLOCK: 6:00 o'clock.

MS. BARATI: 6:00 o'clock. The second one is at 6:00 o'clock.

So that's the -- that's where we are, public hearing on the draft and at the same time, I mean, people can provide comments here while they are at this meeting or at the meeting in the evening or they can write their comments in.

And then once we get all of that, we will prepare a

final. And as Nita said, the current plan is to complete the final by November so that it can go to The Regents for approval.

So some of you may already know -- or I'm not sure if you had a chance to look at the environmental document yet, but what the document says is it describes the changes to the land use pattern that are proposed as part of this amendment, too.

And the key change is the fact that the site has been identified on this map for the School of Medicine. Previously there was no site identified back in 2005, now one has been identified.

And then in addition to that, there are other changes that are somewhat less -- that are, I guess, minor, relatively speaking. There are changes to the location of parking structures that -- there were previous locations identified for parking structures. Now they have shifted a little bit.

There is a concept for open space on the west campus. That campus concept has been changed. Previously it looked -- I think there are -- maybe can you go forward? No, Nita, we don't have some slides.

MR. UMASHANKAR: (Indicating.)

MS. BARATI: Here we go.

MS. BULLOCK: Oh, yeah.

MS. BARATI: Yeah. This is the previous land use map that was adopted back in 2005. And as you can see, it had the concept of putting a major open space area here (indicating) in a, you know, sort of a square surrounded by buildings. And the concept was the grove concept, sort of mitering the groves to the south of the Martin Luther King, Jr. Boulevard.

Now, the concept for that area is different. And if you can see here, now there is a linear green area that is identified by the same instead of that. So that is another land use change that we -- and, in fact, I will just point out all the land use changes here now.

So as we said, identified the site for the School of Medicine here (indicating), change the concept of open space here (indicating), make changes to the parking structure locations. These two primarily (indicating). They used to be a parking structure here (indicating). That's been consolidated with these two.

As a result of the changes here, the housing has moved over.

Can you toggle between this graphic and the other one?

MR. UMASHANKAR: (Indicating.)

MS. BARATI: So you can see here that there was some housing proposed at this site and because this site

is now going to be taken up by the School of Medicine, this has been moved over (indicating), as you can see.

MR. WEISS: Sorry.

MS. BARATI: No, no. That's fine. We have graphics there if you want to look at them closely, you know, after this meeting.

But, essentially, those are the major land use changes.

Can you go to the text slide again?

MR. UMASHANKAR: (Indicating.)

MS. BARATI: Okay. And then there's a change in there about extending a landscape buffer along MLK, extending the malls to Chicago. These are relatively minor changes. And redesignating land that was to accommodate the land uses displaced by the School of Medicine and incorporate previously approved amendments. But the idea is that we will clean up the land use map once we are all clear.

If you go to the next slide.

MR. UMASHANKAR: (Indicating.)

MS. BARATI: So these two slides show us the changes.

And then if you go to the next one.

MR. UMASHANKAR: (Indicating.)

MS. BARATI: This also talks about some of the

other things that are being done as part of this amendment. One of the things that is being done is that the 2005 long-range development plan had an arising year of 2015. It's been extended out another five years to 2020 and the EIR analyzes that change as well.

And then the previous 2005 LRDP included 11.8 million square feet of new space that would be built on the campus. Because of the additional School of Medicine, that space is now at -- the plan -- this is not existing space, this is planned space, is now at 14.9 and that is evaluated in this EIR.

And then the other changes that have been brought into the text of the long-range development plan provided design criteria updates in some of the chapters of the long-range development plan.

So those are the kind of things that have -- that form the project that we evaluated in this environmental impact report.

Let's go to the next slide.

MR. UMASHANKAR: (Indicating.)

MS. BARATI: Oh, one more -- I forgot several text changes. Most of them are related to cleaning up and explaining.

For instance, we updated the resource conservation and environmental chapter to reflect what is really now

happening on the campus in terms of sustainability, and then updated the parking land use designation also to allow for retail or office use on the first floor within parking structures, and then updated the resource conservation and environmental section of the LRDP so it shows.

MR. WEISS: What does "horizon year" mean, completion?

MS. BARATI: Yeah. Well, actually it's not even a completion year. What we do is expect that the campus will grow to that level by that year based on current projections. Like, for instance, if I say the horizon year is 2015, as it was previously, the idea was that the campus expected its enrollment to grow to 25,000 by that year. Now, it's expecting it to grow out by 2020.

You know, and the same thing goes with that space number. If you go back to this-- these are -- if you see that space number, the campus plan provides for UC Riverside to add more building space on the campus. The expectation previously was that it would be all in place, in other words, built out by 2015. Now the expectation is that it might be built out by 2020. The reality is that, you know, it may be built out even further at a later point in time.

The reason you have to do that, though, is so that

we can evaluate something. We need to be able to say, "By when is this expected?" And so that's kind of based on projections. And those projections, of course, are all dependent on how growth takes place, you know, how the economy works, how enrollment increases over time. And so for purposes of environmental review, we make these assumptions. So we analyze it for that.

THE REPORTER: Sir, I need your name. I need your name.

MR. WEISS: Sam Weiss.

THE REPORTER: Sam Weiss?

MR. WEISS: Yes.

THE REPORTER: Thank you.

MS. BULLOCK: He signed in (indicating).

THE REPORTER: Thank you.

MS. BARATI: Okay. Moving on. That's that.

Now going into what the environmental impact report has looked at. The EIR looked at a whole suite of environmental factors, you know, impacts to esthetic resources, impacts to air quality, traffic, noise and biological -- the whole suite. There is a whole bunch of resource areas.

That guidance is provided to us consultants by the California Environmental Quality Act, the law gives us the guidance. We looked at all of that. After having

looked at the environmental impacts, we determined that the project would result in significant environmental impacts in a few areas.

And we've listed here it would cause the loss of prime farmland, which is a significant impact. It would result in construction phase air emissions that would be significant. In other words, they could be substantial.

Same thing with operational air. What that means is that the traffic generated by the project will result in emissions and then the emissions would be substantial, they could.

There would also be a significant impact related to ground-borne vibration during construction because construction would be very close to certain buildings that might contain sensitive equipment and therefore it may not be possible to avoid impacts, all impacts.

Construction noise was also -- is also expected to result in significant impacts.

Then we evaluated traffic and found that the project would result in some significant impacts at city intersections.

Same thing with construction traffic, that construction traffic could be substantial and cause impact.

And finally, it could result in impacts on

congestion management facilities. That's a -- there is certain traffic facilities, there are certain intersections that are identified as CMB facilities and the project would effect them. That is the range of impacts.

Go to the next slide.

MR. UMASHANKAR: (Indicating.)

MS. BARATI: Oh, yes. And then briefly about the project alternatives that we looked at. In addition to the proposed project, this amendment, we also looked at the no-project alternative, which means essentially that the campus would not adopt this amendment and would revert back to the 2005 LRDP as it was before. It would stay with the same growth assumptions and stay with the old land use plan as it was before.

And then the second alternative we looked at was a reduced SOM alternative. As you can imagine, the school amendment is being driven by this -- the need to find a site for the School of Medicine. And as part of our alternatives, we looked at a reduced project where the School of Medicine project, or that piece, would be smaller than as it is proposed. It would not improve a certain amount of space.

And that is, I think, very briefly what we -- what we studied in the EIR and what we found in the EIR.

Now, as I said, the purpose of the meeting is to get comments from the public here. And I put this together expecting a bigger group and that everybody would get three minutes. Since there are few people here, you can take as much time as you want. We have an hour here. So this is your chance to come and tell us if you have any specific comments for us that you want us to address.

The manner it's done is that we would take comments that get reported by the reporter, and then we will respond to them in the final EIR. We wouldn't give you responses today because we need to be able to look at them closely and carefully and then give you some, you know, responses.

So your comments will go into the final EIR and the responses will also go into the final EIR and it will be published, I expect, by the end of October. So with that...

MR. WEISS: So this revision is moving easterly, the construction of the School of Medicine?

MS. BARATI: Here (indicating), no, it's moving over to the west side, basically.

MR. WEISS: West.

MS. BULLOCK: Westerly.

MS. BARATI: The west campus, yeah. The previous

plan was this (indicating). Actually, no, take that back, one slide back.

MR. UMASHANKAR: (Indicating.)

MS. BARATI: This was the previous plan (indicating) and it had no specific location for the School of Medicine. There is nothing identified here for the School of Medicine.

As Nita was -- mentioned before, this site was being planned by the campus as a potential site for the School of Medicine (indicating) initially, but then along the way, in the last year or so, a change was made, a decision was made that it will be better to place it closer to the core of the campus, the academic core. So now the site is here (indicating). The blue, the light blue is the School of Medicine. So it's over on the west campus.

MRS. WEISS: I can't read that map.

MS. BARATI: Oh, yeah. I know. It's too hard.

MRS. WEISS: Could you point out Chicago --

MS. BARATI: Uh-huh.

MRS. WEISS: -- and Iowa?

MS. BARATI: Yes, that's Chicago; right? This is MLK, this is Chicago and that's Iowa (indicating). I'm sorry. And if it helps, I can bring this closer to you. This is the proposal (indicating).

MRS. WEISS: Chicago and Iowa.

And then orange groves are there now; is that correct?

MS. BARATI: That is true. They are here in this area (indicating) and here (indicating). And I don't -- not here; right, Nita?

MS. BULLOCK: They are sporadic in different areas.

MS. BARATI: There is some.

MS. BULLOCK: Yeah, there is a parking lot 30 --

MS. BARATI: Yeah.

MS. BULLOCK: -- is open. It's by Canyon Crest and MLK.

MRS. WEISS: Here is Martin Luther King (indicating).

MS. BARATI: Right.

MS. BULLOCK: This is Canyon Crest, it goes under the freeway here (indicating).

THE REPORTER: I can't hear you.

MS. BULLOCK: Sorry.

MS. BARATI: Sorry.

MS. BULLOCK: This is Canyon Crest. It goes under the freeway to the east campus. And right here is parking lot 30 (indicating).

MRS. WEISS: And you're going to take that down and do something else with it?

MS. BULLOCK: That's what we are --
MRS. WEISS: This is the School of Medicine?
MS. BARATI: This is the School of Medicine (indicating).
MRS. WEISS: Okay.
MS. BARATI: The blue.
MRS. WEISS: Okay. And so this will be -- the parking lot will now be academic buildings?
MS. BULLOCK: Eventually.
MS. BARATI: Eventually, yes.
MRS. WEISS: And the parking will be in parking structures?
MS. BARATI: Yes.
MS. BULLOCK: And there will be parking structures in the School of Medicine as well.
MRS. WEISS: I see. Okay.
MS. BULLOCK: And the plan really is to start at the northeast corner of the west campus academic buildings, leaving parking lot 30 in existence as long as possible.
MRS. WEISS: And then I thought you said that this would be for the undergraduates and this would be for the graduate schools and everything?
MS. BARATI: Uh-huh.
MS. BULLOCK: Yes.

MRS. WEISS: Including the medicine?
MS. BULLOCK: Right.
MS. BARATI: Right.
MRS. WEISS: Doesn't it seem crazy, though, separating the English undergraduates to the English undergraduate students? It would seem like they would need at duplicate set of buildings for every discipline on campus.
MS. BULLOCK: Basically what happens is there is an undergraduate focus on the east campus because that's where the resident halls are, the undergraduate apartments, the core campus functions for undergraduates.
MRS. WEISS: Uh-huh.
MS. BULLOCK: But there will be undergraduate programs on the west campus as well.
MRS. WEISS: Oh.
MS. BULLOCK: Not all of the classes for 28,000 students can be accommodated on the east campus. There will be a lot of cross and -- if you want to put it that way, between the undergrads and the graduates and the professionals, but something that becomes very relevant when you're doing planning is access.
And access to the buildings on the east campus is difficult because of the terrain and because of the way

it's been developed.

On the west campus the terrain is flat. It's surrounded by major public streets and access for the public and for graduate professional programs, which are usually teachers, lawyers, people that are there maybe mostly at night and on weekends, which makes the west campus the perfect arena for those kind of programs.

MRS. WEISS: Now --

MS. BULLOCK: So that's basically the way the campus has been planned. You can't have everything for everybody in the same place or you would never be able to get from one place to another.

MRS. WEISS: So then I go under the underpass, the Canyon Crest underpass, to get from the east to the west?

MS. BULLOCK: And university. And they are proposing a pedestrian bridge from parking structure --

MS. BARATI: Right. And --

THE REPORTER: I'm sorry. One at a time.

And, Counsel, when your back is to me, I can't hear you. Hang on, hang on. I can't hear.

MS. BULLOCK: Maybe we could just go through the presentation, get comments for the record and then if you want to talk about planning or what the future is looking at, we can close the public hearing and just

talk.

MRS. WEISS: I just need it explained.

MS. BARATI: Right.

MS. BULLOCK: Well, why don't we do it that way?

MS. BARATI: Yeah, because the focus of the hearing today is to get your comments on the environmental review. In other words, if you have comments for us on the EIR that has been published, this would be time to give it to us.

Now, I mean, like Nita said, once we are done with this, we can go over the planning aspects of the project, which is really not part of the CEQA review. We can give you other details.

MS. BULLOCK: And we would love to talk to you about that.

MR. WEISS: What I'm thinking was that the revision is moving it closer to the main campus, the School of Medicine.

MS. BARATI: Huh-uh.

MR. WEISS: And that's moving it in an easterly direction. And formerly it was contiguous to a major street, which is Chicago --

MS. BARATI: Right.

MR. WEISS: -- which has four to six lanes. It's now contiguous more so to Iowa, which is a narrow,

two-lane street. So it seems like you're going to have to expand the particular streets, lanes.

MS. BULLOCK: Let's hold that thought and move forward, then we will go back to talking because we do have new information to give to you on that, but that's not part of this process.

MR. WEISS: Why was there a revision?

MS. BULLOCK: You mean --

MR. WEISS: It doesn't -- what would be the rationale to change the location of the School of Medicine being in closer proximity?

MS. BULLOCK: Let's move forward and then come back to that.

MS. BARATI: This again, is --

MS. BULLOCK: Needs to --

MS. BARATI: -- aspects of it because this was not an officially adopted site. The site was being considered, but it wasn't approved. So -- but Nita can talk to it. But again, this relates to planning. So we would like to explain that, you know, in a few minutes.

MS. BULLOCK: It's -- you just move forward and we will catch up.

MS. BARATI: Okay. I think that's it, Nita, because if you go back to the very last slide, that was our -- the idea was to get comments --

MR. UMASHANKAR: (Indicating.)
MS. BARATI: And then -- here we go.
Essentially then this is our wrap-up slide where we, you know -- this -- the EIR will circulate up to September 14th. That is the date by which we must receive any comments from you.
If you decide to send us any comments in writing, there are cards here that you can use to write -- the yellow -- or the speaker cards are the yellow --
MS. BULLOCK: Oh, yellow or the speaker cards.
MS. BARATI: We don't need them for this group, but -- so if you would like to send us your comments in writing, they need to reach Nita here by September 14th by 5:00. And they can be e-mailed to this e-mail address. It's on the campus's website where the EIR is posted. It's in the EIR and the address is there, too.
Do you have any questions?
MR. PAINE: My question has been addressed.
MS. BARATI: All right. Then that's it from the perspective of the presentation and the steps involved.
MS. BULLOCK: Did you want to make comments on the EIR itself or did you want to close the public hearing part and just talk? It's up to you.
MRS. WEISS: Well, you identified the EIR problems, you know, more traffic and everything, but you didn't

say how you would solve them with this massive construction project.

MS. BARATI: Yes. The solutions are also mitigation measures. They are presented in the environmental document. I don't have an overhead showing you -- that I can show you, but I have a hard copy of the document here and that contains a summary.

If you're interested in finding out what other solutions, I think the most straightforward and the easiest place for you to find those answers would be in this summary section of the EIR. And this document is available online (indicating).

And do we have CDs also, Nita?

MS. BULLOCK: If someone wants to e-mail or call me, we can send you a CD.

MS. BARATI: We can send you a CD, too.

This is the EIR that was prepared. The first volume is the analysis and there is an appendix in there for volume -- a CD is on the back -- in the back of the appendixes.

And Chapter 2 of this document is the summary. And the summary contains all the impacts of the projects, whether they are significant or less than significant. And the ones that are significant, we go on to identify mitigation measures, things that the campus has

committed to do in order to reduce or avoid those impacts. And that goes for traffic or anything, for that matter. And they are all identified in this document (indicating).

So you're -- it would be helpful if you want to look at it and see these -- what we...

MS. BULLOCK: Does anybody else have any comments? Shall we close the public hearing?

MS. BARATI: Yeah.

MS. BULLOCK: Any objections?

MS. BARATI: Everybody okay with that if there are no more comments?

MS. BULLOCK: Okay. Let's close the public hearing. And that will close the public record.

(Proceedings conclude at 12:34 p.m.)

STATE OF CALIFORNIA) ss

I, DELIA M. SATTERLEE, CSR 9114, do hereby declare:

That the above foregoing _____
( ) pages contain a full, true and correct transcription of the proceedings.

I further declare that I have no interest in the event of the action.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

WITNESS my hand this _____ day of _____, _____.

_____
DELIA M. SATTERLEE, CSR 9114

CERTIFIED COPY

THE 2005 LRDP AMENDMENT TO EIR SCOPING MEETINGS

REPORTER'S TRANSCRIPT OF PROCEEDINGS

TUESDAY, AUGUST 30, 2011, 6:30 P.M.

3637 CANYON CREST DRIVE

RIVERSIDE, CALIFORNIA

Reported by:
Delia M. Satterlee, CSR 9114
Hutchings Number 330280

CERTIFIED COPY

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Delia M. Satterlee, CSR 9114

Hutchings Number 330280

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Riverside, California 92507

Public in attendance:
None

RIVERSIDE, CALIFORNIA - TUESDAY, AUGUST 30, 2011

6:30 P.M.

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MS. BULLOCK: It is now 6:30 and we've had no one attend the public hearing from the public. And we are declaring it closed as of 6:31 p.m., August 30th, 2011.

(Proceedings conclude at 6:31 p.m.)

STATE OF CALIFORNIA) ss

I, DELIA M. SATTERLEE, CSR 9114, do hereby declare:

That the above foregoing _____
( ) pages contain a full, true and correct transcription of the proceedings.

I further declare that I have no interest in the event of the action.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

WITNESS my hand this _____ day of _____, _____.

_____
DELIA M. SATTERLEE, CSR 9114

4.0 MITIGATION MONITORING AND REPORTING PROGRAM

4.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that a Lead Agency establish a program to monitor and report on mitigation measures adopted as part of the environmental review process to avoid or reduce the severity and magnitude of potentially significant environmental impacts associated with project implementation. CEQA (Public Resources Code Section 21081.6 (a)(1)) requires that a Mitigation Monitoring and Reporting Program (MMRP) be adopted at the time that the agency determines to carry out a project for which an Environmental Impact Report (EIR) has been prepared, to ensure that mitigation measures identified in the EIR are fully implemented.

This MMRP presents the roles, responsibilities and procedures that will be implemented by the Campus to implement the mitigation measures (MM), planning strategies (PS), and programs and practices (PP) that are included in this EIR to avoid or minimize the impacts of the proposed project.

4.2 PROGRAM DESCRIPTION

Roles and Responsibilities

The Chancellor is ultimately responsible for the enforcement of all adopted PSs, PPs, and MMs under jurisdiction of UC Riverside. The Vice Chancellor for Finance and Business Operations has responsibility for implementing this and other Mitigation Monitoring and Reporting Programs adopted for subsequent project-specific EIRs, and will report on an annual basis directly to the Chancellor regarding the status of their implementation. At the direction of the Vice Chancellor for Finance and Business Operations, Capital Resource Management will have overall responsibility for coordinating compliance, with many responsible units reporting compliance to them, as discussed below.

Mitigation Monitoring Procedures

Categories

The PSs, PPs, and MMs included in this program are divided into three categories: (1) administrative measures related to ongoing campus-wide operations (AM); (2) measures related to the implementation of specific projects (PS); and (3) measures related to the monitoring and maintenance of service levels (SL). Monitoring procedures vary depending on whether individual measures would be implemented by the responsible unit(s) at a specific time during project development, or at regular intervals for administrative actions and service levels.

Administrative Measures

Administrative measures to mitigate potential impacts of campus growth are monitored via annual consultation with and/or submittal of reports from the responsible unit(s). LRDP administrative measures include housing, transportation demand management, water and energy conservation, solid waste reduction, wastewater generation, hazardous materials management, and Disaster Response Plan and Business Plan updates. As program strategies or goals have already been established in most of these areas, monitoring would consist of describing the status of actions undertaken to implement these PPs, PSs, and MMs; progress made towards implementation; and future actions to be initiated.

Specific Projects

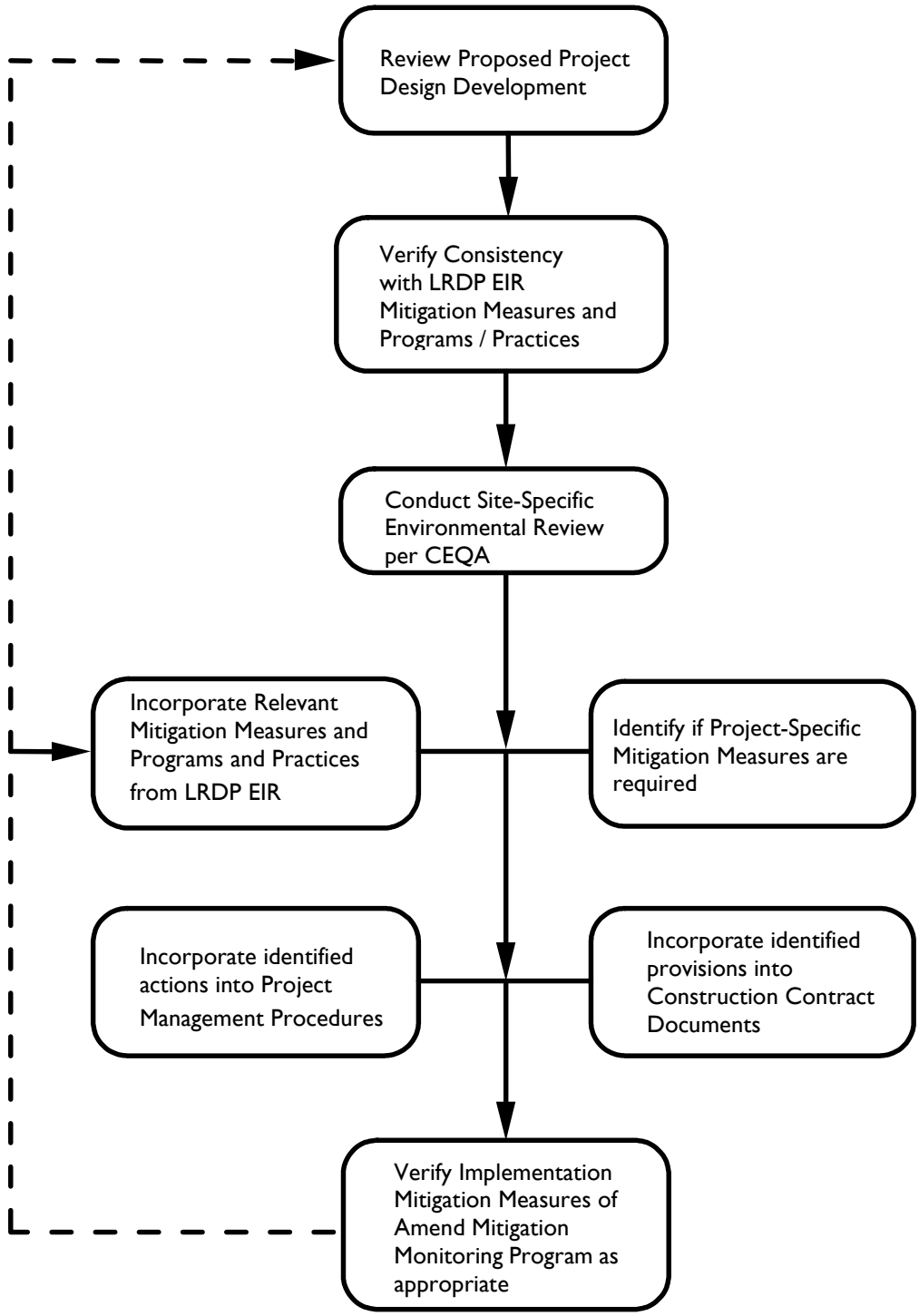
Monitoring for specific projects would determine whether (1) LRDP academic, physical, and operational objectives, and other specific design issues were considered in the design development phase; (2) the required CEQA analysis considered project-specific environmental effects, incorporated relevant LRDP PSs, PPs, and MMs, and identified project-specific mitigation measures as required; (3) construction contracts include the specified provisions; and (4) project management mitigations were implemented during construction and landscaping of the project. **Figure 4.0-1, Monitoring Process for Project-Specific Mitigation Measures** presents a flow diagram of the project-specific mitigation monitoring process.

Service Levels

PSs, PPs, and MMs that relate to the maintenance of service levels are associated with the provision of adequate services (e.g., transit, police, fire) and maintenance of the UCR transportation demand management program. Monitoring these service level PPs would provide for an ongoing assessment of the adequacy of services provided. Existing services specified in the 2005 LRDP Amendment 2 Final EIR were determined to be adequate and established the baseline from which to assess future needs.

Responsible Parties

Under the present administrative structure of the UC Riverside campus, the campus units listed below would be responsible for implementation of LRDP PPs, PSs, and MMs, and report directly or indirectly to the Vice Chancellor for Finance and Business Operations. Compliance with most project-specific mitigation measures would remain the responsibility of Capital Resource Management, which reports on the monitoring and implementation of the PPs, PSs, and MMs included in this MMRP. However, it should be noted that Capital Resource Management would not actively implement such measures.



SOURCE: UCR 2005 LRDP Final EIR – November 2005

FIGURE **4.0-1**

Monitoring Process for Project-Specific Mitigation Measures

- AG OPS: Agricultural Operations
- CRM: Capital Resource Management
- HSG: Housing Services
- AE: Office of Design & Construction (Architects & Engineers)
- DS: Dining Services
- PD: Police Department
- EHS: Environmental Health and Safety
- PP: Physical Plant
- FS: Fleet Services
- TAPS: Transportation & Parking Services

Mitigation Timing

Generally, the following milestones are used to identify timing for implementation of each PS, MM or PP.

- P: Implement during programming
- D: Incorporate into project-specific design
- E: Implement during environmental documentation (CEQA)
- C: Implement during construction of specific projects
- O: Implement as an ongoing campus practice

Compliance Action

The following actions would be used to implement the required PSs, PPs, and MMs.

- AP: Administrative/planning activity
- CD: Incorporate into construction contract specifications
- ED: Environmental documentation
- FO: Field observation activity/inspection

The category of the relevant measure and implementation timing affects the compliance action necessary to implement each measure. The status of all PSs, PPs, and MMs would be documented in the annual

report prepared by Capital Resource Management. Some measures would have more than one compliance action associated with it.

Program Changes

The University reserves the right to make amendments and/or substitutions of PSs and PPs if, in the exercise of discretion of the University, it is determined that the amended or substituted PS or PP will eliminate the potential for an environmental impact to at least the same degree as the original PS or PP and where the amendment or substitution would not result in a new significant impact on the environment which cannot be mitigated.

The University reserves the right to make amendments and/or substitutions of MMs if, in the exercise of the discretion of the University, it is determined that the amended or substituted MM will mitigate the identified potential environmental impact to at least the same degree as the original MM, or would attain an adopted performance standard for mitigation, and where the amendment or substitution would not result in a new significant impact on the environment which cannot be mitigated.

Monitoring and Reporting Program

The MMRP for the 2005 LRDP Amendment 2 is presented in **Table 4.0-1.** The required PSs, PPs, and MMs are listed by impact area, with an identification of the campus unit or department responsible for implementation and determination of the type or timing of implementation for each mitigation measure and/or program and procedure.

A report will be prepared annually by Capital Resource Management and filed with UCOP to describe the implementation status of 2005 LRDP Amendment 2 EIR PSs, PPs and MMs, and which will be expanded as needed to describe implementation of both the 2005 LRDP Amendment 2 and the project-specific mitigation measures adopted for subsequent projects.

Table 4.0-1
Mitigation Monitoring and Reporting Program

2005 LRDP Amendment 2 Mitigation Measures	Category	Responsible UCR Unit	Mitigation Timing	Compliance Action
The following information serves as a key to the coding used for the category, responsible unit, mitigation timing, and compliance action:				
Responsible UCR Units AG OPS: Agricultural Operations CRM: Capital Resource Management DS: Dining Services EHS: Environmental Health and Safety FS: Fleet Services HSG: Housing Services AE: Architects & Engineers PD: Police Department PP: Physical Plant TAPS: Transportation and Parking Services	**Mitigation Timing** P: Implement during programming D: Incorporate into project-specific design E: Implement during environmental documentation (CEQA) C: Implement during construction of specific projects O: Implement as an ongoing campus practice			
Compliance Action AP: Administrative/Planning Activity CD: Incorporate into construction contract specifications ED: Environmental Documentation FO: Field observation activity/inspections	**Category** AM: Administrative Measure PS: Project Specific SL: Service Level			
PS Land Use 1 Achieve academic core densities of 1.0 FAR or higher on the East Campus and 1.6 to 1.9 FAR on the West Campus in order to achieve a balance of academic land area versus other required uses.	AM, PS	CRM	P	AP
PS Land Use 2 In order to achieve these development densities, infill sites in the partially developed East Campus academic core and expand to the West Campus academic zone immediately adjacent to the I-215/SR-60 freeway, maintaining a compact and contiguous academic core.	AM	CRM	P	AP
PS Land Use 3 Maintain the teaching and research fields on the West Campus south of Martin Luther King Jr. Boulevard.	AM	CRM	P	AP
PS Land Use 4 Pursue a goal of housing 50 percent of student enrollment in on campus or campus controlled housing.	AM	CRM, HSG	P	AP
PS Land Use 5 Remove existing family housing units on the East Campus, and provide replacement and additional units of family housing on the West Campus.	AM	CRM, HSG	P	AP

2005 LRDP Amendment 2 Mitigation Measures	Category	Responsible UCR Unit	Mitigation Timing	Compliance Action
PS Land Use 6 Provide expanded athletics and recreational facilities and fields on the East and West Campuses, adjacent to concentrations of student housing.	AM	CRM	P	AP
PS Land Use 7 Over time, relocate parking from central campus locations to the periphery of the academic core and replace surface parking with structures, where appropriate.	AM	CRM, TAPS	P	AP
PS Open Space 4 Provide landscaped buffers and setbacks along campus edges, such as Valencia Hill Drive and its extension south of Big Springs Road, Martin Luther King Jr. Boulevard, and the I-215/SR-60 freeway.	AM	CRM	P	AP
PS Open Space 6 Provide a new Campus Landmark Open Space on the West Campus, the Gage Canal Mall, to reflect the natural dry arroyos that are part of the Riverside landscape, and provide gathering/activity spaces within and adjacent to the Mall.	AM	CRM	P	AP
PS Open Space 7 Provide neighborhood parks and tot lots in the family housing areas as neighborhood open space.	AM	CRM	P	AP
PS Campus and Community 1 Provide sensitive land use transitions and landscaped buffers where residential off campus neighborhoods might experience noise or light from UCR activities.	AM	CRM	P	AP
PS Transportation 1 Develop an integrated multi-modal transportation plan to encourage walking, biking and transit use.	AM, SL	CRM, TAPS	O	AP
PS Transportation 2 Expand Shuttle or tram service connecting major parking lots and campus destinations, and linking the East and West Campuses. Coordinate this system with RTA routes and schedules.	SL	CRM, TAPS	O	AP
PS Transportation 3 Provide a continuous network of bicycle lanes and paths throughout the campus, connecting to off-campus bicycle routes.	AM	CRM, TAPS	P, O	AP
PS Transportation 4 Over time, limit general vehicular circulation in the central campus, but allow transit, service and emergency vehicle access, and provide access for persons with mobility impairments.	AM, SL	CRM, TAPS	P, O	AP
PS Transportation 5 Provide bicycle parking at convenient locations.	PS, SL	CRM, AE, TAPS	P, D, O	AP, CD
PS Transportation 6 Implement parking management measures that may include • Restricted permit availability • Restricted permit mobility • Differential permit pricing	AM	TAPS	O	AP
PS Development Strategy 1 Establish a design review process to provide regular review of building and landscape development on campus.	AM	CRM, AE	O	AP
PS Development Strategy 2 Review and update as needed the Campus Design Guidelines and the Campus Landscape Guidelines (now the 2007 Campus Design Guidelines) to ensure conformity with LRDP Planning Strategies.	AM	CRM, AE	O	AP
PS Development Strategy 3 Review other plans or studies that may be prepared, such as district, sub-area plans, or transportation plans, for conformity with the goals and design intent of the LRDP.	AM	CRM	O	AP

2005 LRDP Amendment 2 Mitigation Measures	Category	Responsible UCR Unit	Mitigation Timing	Compliance Action
AESTHETICS				
PP 4.1-1 The Campus shall provide design professionals with the 2007 Campus Design Guidelines and instructions to implement the guidelines, including those sections related to use of consistent scale and massing, compatible architectural style, complementary color palette, preservation of existing site features, and appropriate site and exterior lighting design. (This is identical to Land Use PP 4.9-1(a).)	PS	CRM, AE	P, D	AP
PP 4.1-2(a) The Campus shall continue to provide design professionals with the 2007 Campus Design Guidelines and instructions to develop project-specific landscape plans that are consistent with the Guidelines with respect to the selection of plants, retention of existing trees, and use of water conserving plants, where feasible. (This is identical to Land Use PP 4.9-1(b).)	PS	CRM, AE	P, D	AP
AIR QUALITY				
PP 4.3-1 The Campus shall continue to implement a Transportation Demand Management program that meets or exceeds all trip reduction and AVR requirements of the SCAQMD. The TDM program may be subject to modification as new technologies are developed or alternate program elements are found to be more effective. (This is identical to Transportation and Traffic PP 4.14-1.)	SL	TAPS	O	AP
PP 4.3-2(a) Construction contract specifications shall include the following: (i) Compliance with all SCAQMD rules and regulations (ii) Maintenance programs to assure vehicles remain in good operating condition (iii) Avoid unnecessary idling of construction vehicles and equipment (iv) Use of alternative fuel construction vehicles (v) Provision of electrical power to the site, to eliminate the need for on-site generators	PS	AE, PP	C, O	CD, FO

2005 LRDP Amendment 2 Mitigation Measures	Category	Responsible UCR Unit	Mitigation Timing	Compliance Action
AIR QUALITY (continued)				
PP 4.3-2(b) The Campus shall continue to implement dust control measures consistent with SCAQMD Rule 403—Fugitive Dust during the construction phases of new project development. The following actions are currently recommended to implement Rule 403 and have been quantified by the SCAQMD as being able to reduce dust generation between 30 and 85 percent depending on the source of the dust generation. The Campus shall implement these measures as necessary to reduce fugitive dust. Individual measures shall be specified in construction documents and require implementation by construction contractor: (i) Apply water and/or approved non-toxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas that have been inactive for 10 or more days). (ii) Replace ground cover in disturbed areas as quickly as possible. (iii) Enclose, cover, water twice daily, or apply approved chemical soil binders to exposed piles with 5 percent or greater silt content. (iv) Water active grading sites at least twice daily. (v) Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour over a 30-minute period. (vi) All trucks hauling dirt, sand, soil, or other loose materials shall be covered or maintain at least 2 feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code. (vii) Sweep streets at the end of the day if visible soil material is carried over to adjacent roads. (ix) Apply water three times daily or chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces. (x) Post and enforce traffic speed limits of 15 miles per hour or less on all unpaved roads.	AM, PS, SL	AE	C, O	AP, CD, FO
MM 4.3-1a: For each construction project on the campus, the project contractor will implement Programs and Practices 4.3-2(a) and 4.3-2(b). In addition, the following PM_{10} and $PM_{2.5}$ control measure shall be implemented for each construction project: • Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the District shall also be visible to ensure compliance.	PS	AE	C	CD, FO

2005 LRDP Amendment 2 Mitigation Measures	Category	Responsible UCR Unit	Mitigation Timing	Compliance Action
AIR QUALITY (continued)				
MM 4.3-1b: For each construction project on the campus, the University shall require that the project include a construction emissions control plan that includes a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used for an aggregate of 40 or more hours during any portion of the construction project. During construction activity, the contractor shall utilize CARB certified equipment or better for all on-site construction equipment according to the following schedule: • January 1, 2011 to December 31, 2011: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 2 off-road emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. • January 1, 2012 to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. • Post January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. • A copy of each unit's certified specification, BACT documentation and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit or equipment. • Encourage construction contractors to apply for AQMD 'SOON" funds. Incentives could be provided for those construction contractors who apply for AQMD "SOON" funds. The "SOON" program provides funds to accelerate clean-up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: http://www.aqmd.gov/tao/implementation/soonprogram.htm	PS	AE	C	CD, FO

2005 LRDP Amendment 2 Mitigation Measures	Category	Responsible UCR Unit	Mitigation Timing	Compliance Action
AIR QUALITY (continued)				
The contractor shall also implement the following measures during construction: • Prohibit vehicle and engine idling in excess of 5 minutes and ensure that all off-road equipment is compliant with the California Air Resources Board's (CARB) in-use off-road diesel vehicle regulation and SCAQMD Rule 2449. • Configure construction parking to minimize traffic interference. • Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow. • Provide dedicated turn lanes for movement of construction trucks and equipment on- and off site. • Schedule construction activities that affect traffic flow on the arterial system to off-peak hour to the extent practicable. • Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications. • Use diesel-powered construction vehicles and equipment that operate on low-NOx fuel where possible. • Reroute construction trucks away from congested streets or sensitive receptor areas. • Maintain and tune all vehicles and equipment according to manufacturers' specifications.				
MM 4.3-1c: To minimize VOC emissions from the painting/finishing phase, for each construction project on the campus, the project contractor will implement the following VOC control measures: • Construct or build with materials that do not require painting, or use pre-painted construction materials. • If appropriate materials are not available or are cost-prohibitive, use low VOC-content materials more stringent than required under SCAQMD Rule 113.	PS	AE	C	CD, FO

2005 LRDP Amendment 2 Mitigation Measures	Category	Responsible UCR Unit	Mitigation Timing	Compliance Action
AIR QUALITY (continued)				
MM 4.3-2a: The Campus will:				
• Implement a subsidized vanpool program.	AM	TAPS	O	AP
• Implement staggered or compressed work schedules to reduce vehicular traffic.	AM	TAPS	O	AP
• Use alternative fuel Shuttle buses to reduce intra-campus vehicle trips.	SL	TAPS	O	AP
• Provide Shuttle service to major off-campus activity centers and Metrolink stations.	SL	TAPS	O	AP
• Aggressive expansion of the campus TDM program to achieve an AVR of 1.5.	SL	TAPS	O	AP
• Expand transit subsidies to encourage use of public transit.	AM	TAPS	O	AP
• Implement incentives for telecommuting.	AM	TAPS	O	AP
• Convert campus fleet to low-emission, alternative fuel and electric vehicles over time.	AM	FS, PP, TAPS	O	AP
• Implement solar or low-emission water heaters.	AM, PS	HSG, AE, PP	P, D, C, O	AP, CD
• Implement an educational program for faculty and staff and distribute information to students and visitors about air pollution problems and solutions.	AM	EHS, TAPS	O	AP
MM 4.3-2b: UCR shall continue to participate in greenhouse gas (GHG) reduction programs such as the American College and University Presidents' Climate Commitment (ACUPCC) and shall adhere to the UC Policy on Sustainable Practices. The measures adopted by UCR are presented in **Tables 4.16-9** and **4.16-10** in **Section 4.16 Greenhouse Gas Emissions**. While these measures are typically targeted at GHG emissions, many act to reduce energy consumption and vehicle use on campus and would consequently also reduce air pollutant emissions from both area and mobile sources. In accordance with the ACUPCC and the UC Policy on Sustainable Practices and through implementation of its Climate Action Plan, UCR shall commit to reducing GHG emissions to 1990 levels by 2020, which would require significant reductions (on the order of 70 percent) from these sources in terms of GHG and therefore reductions in other air pollutants as well.	AM, SL	CRM	O	AP
MM 4.3-6 : The University will implement **Mitigation Measure 4.3-1**, which is designed to reduce construction emissions. It will also implement **Mitigation Measure 4.3-2b** which will reduce air pollutant emissions resulting from traffic and energy consumption during campus operations.	AM, PS, SL	CRM, AE	C, O	AP, CD, FO
MM 4.3-7: The Campus will implement **Mitigation Measure 4.3-2b,** which will reduce traffic associated with campus operations.	AM, SL	CRM	O	AP

2005 LRDP Amendment 2 Mitigation Measures	Category	Responsible UCR Unit	Mitigation Timing	Compliance Action
HAZARDS AND HAZARDOUS MATERIALS				
PP 4.7-1 The Campus shall continue to implement the current (or equivalent) health and safety plans, programs, and practices related to the use, storage, disposal, or transportation of hazardous materials, including, but not necessarily limited to, the Business Plan, the Broadscope Radioactive Materials License, and the following programs: Biosafety, Emergency Management, Environmental Health, Hazardous Materials, Industrial Hygiene and Safety, Laboratory/Research Safety, Radiation Safety, and Integrated Waste Management. These programs may be subject to modification as more stringent standards are developed or if the programs are replaced by other programs that incorporate similar health and safety protection measures.	AM, SL	EHS	C, O	AP, FO
PP 4.7-3 The Campus will inform employees and students of hazardous materials minimization strategies applicable to research, maintenance, and instructional activities, and require the implementation of these strategies where feasible. Strategies include but are not limited to the following: (i) Maintenance of online database by EH&S of available surplus chemicals retrieved from laboratories to minimize ordering or new chemicals. (ii) Shifting from chemical usage to micro techniques as standard practice for instruction and research, as better technology becomes available.	SL	EHS	O	AP, FO
HYDROLOGY AND WATER QUALITY				
PP 4.8-2(a) To further reduce the Campus' impact on domestic water resources, to the extent feasible, UCR will (i) Install hot water recirculation devices (to reduce water waste) (ii) Continue to require all new construction to comply with applicable state laws requiring water-efficient plumbing fixtures, including but not limited to the Health and Safety Code and Title 24, California Code of Regulations, Part 5 (California Plumbing Code) (iii) Retrofit existing plumbing fixtures that do not meet current standards on a phased basis over time (iv) Install recovery systems for losses attributable to existing and proposed steam and chilled-water systems (v) Prohibit using water as a means of cleaning impervious surfaces (vi) Install water-efficient irrigation equipment to maximize water savings for landscaping and retrofit existing systems over time (This is identical to Utilities PP 4.15-1(b).)	AM, PS	AE, PP	D, O	AP, CD, FO
PP 4.8-2(b) The Campus shall promptly detect and repair leaks in water and irrigation pipes. (This is identical to Utilities PP 4.15-1(c).)	SL	AG OPS, HSG, PP, TAPS	O	AP, FO
PP 4.8-2(c) The Campus shall avoid serving water at food service facilities except upon request. (This is identical to Utilities PP 4.15-1(d).)	SL	DS	O	AP, FO

2005 LRDP Amendment 2 Mitigation Measures	Category	Responsible UCR Unit	Mitigation Timing	Compliance Action
LAND USE AND PLANNING				
PP 4.9-1(a) The Campus shall provide design professionals with the 2007 Campus Design Guidelines and instructions to implement the guidelines, including those sections related to use of consistent scale and massing, compatible architectural style, complementary color palette, preservation of existing site features, and appropriate site and exterior lighting design. (This is identical to Aesthetics PP 4.1-1.)	PS	CRM, AE	P, D	AP
PP 4.9-1(b) The Campus shall continue to provide design professionals with the 2007 Campus Design Guidelines and instructions to develop project-specific landscape plans that are consistent with the Guidelines with respect to the selection of plants, retention of existing trees and use of water conserving plants were feasible. (This is identical to Aesthetics PP 4.1-2(a).)	PS	CRM, AE	P, D	AP
PP 4.9-1(d) UCR strongly commits to working closely with the City of Riverside to address and resolve land use compatibility impacts arising from increased enrollment on the residential neighborhoods surrounding UCR, particularly related to the impacts of student housing and associated parking, noise, and traffic.	AM	CRM, AE	O	AP
NOISE				
PP 4.10-1(a) UCR will incorporate the following siting design measures to reduce long-term noise impacts: (i) Truck access, parking area design, and air conditioning/refrigeration units will be designed and evaluated when planning specific individual new facilities to minimize the potential for noise impacts to adjacent developments. (ii) Building setbacks, building design and orientation will be used to reduce intrusive noise at sensitive student residential and educational building locations near main campus access routes, such as Blaine Street, Canyon Crest Drive, University Avenue, and Martin Luther King Jr. Boulevard. Noise walls may be advisable to screen existing and proposed facilities located near the I-215/SR-60 freeway. (iii) Adequate acoustic insulation would be added to residence halls to ensure that the interior L_{dn} would not exceed 45 dB(A) during the daytime and 40 dB(A) during the nighttime (10 PM to 7 AM) in rooms facing major streets. (iv) Potential noise impacts would be evaluated as part of the design review for all projects. If determined to be significant, mitigation measures would be identified and alternatives suggested. At a minimum, campus residence halls and student housing design would comply with Title 24, Part 2 of the California Administrative Code.	PS	AE	P, D	AP, CD, ED
PP 4.10-2 The UCR Campus shall limit the hours of exterior construction activities from 7:00 AM to 9:00 PM. Monday through Friday and 8:00 AM. to 6:00PM. on Saturday when necessary. Construction traffic shall follow transportation routes prescribed for all construction traffic to minimize the impact of this traffic (including noise impacts) on the surrounding community.	PS	AE, PP	C	CD
PP 4.10-5(a) The Campus shall continue to provide on-campus housing to continue the evolution of UCR from a commuter to a residential campus.	AM	CRM	O	AP

2005 LRDP Amendment 2 Mitigation Measures	Category	Responsible UCR Unit	Mitigation Timing	Compliance Action
NOISE (continued)				
PP 4.10-5(b) The Campus shall continue to implement an Alternative Transportation program that facilitates and promotes the use of transit, carpools, vanpools, and bicycling.	AM, SL	TAPS	O	AP
PP 4.10-6 The Campus shall continue to shield all new stationary sources of noise that would be located in close proximity to noise-sensitive buildings and uses.	PS	AE, PP	P, D, E, C, O	AP, CD
PP 4.10-7(a) To the extent feasible, construction activities shall be limited to 7:00 AM to 9:00 PM. Monday through Friday, 8:00 AM to 6:00 PM on Saturday, and no construction on Sunday and national holidays, as appropriate, in order to minimize disruption to area residences surrounding the campus and to on-campus uses that are sensitive to noise.	PS	AE, PP	C	CD
PP 4.10-7(b) The Campus shall continue to require by contract specifications that construction equipment be required to be muffled or otherwise shielded. Contracts shall specify that engine-driven equipment be fitted with appropriate noise mufflers.	PS	AE, PP	C	CD
PP 4.10-7(c) The Campus shall continue to require that stationary construction equipment material and vehicle staging be placed to direct noise away from sensitive receptors.	PS	AE, PP	C	CD
PP 4.10-7(d) The Campus shall continue to conduct regular meetings, as needed, with on-campus constituents to provide advance notice of construction activities in order to coordinate these activities with the academic calendar, scheduled events, and other situations, as needed.	PS	AE, PP	C	AP
PP 4.10-8 The Campus shall continue to conduct meetings, as needed, with off-campus constituents that are affected by campus construction to provide advance notice of construction activities and ensure that the mutual needs of the particular construction project and of those impacted by construction noise are met, to the extent feasible.	PS	AE, PP	C	AP
MM 4.10-2: The Campus shall notify all academic and residential facilities within 300 feet of approved construction sites of the planned schedule of vibration causing activities so that the occupants and/or researchers can take necessary precautionary measures to avoid negative effects to their activities and/or research.	PS	AE	C	AP

2005 LRDP Amendment 2 Mitigation Measures	Category	Responsible UCR Unit	Mitigation Timing	Compliance Action
PUBLIC SERVICES				
PP 4.12-1(a) As development occurs, the following measures will be incorporated: (i) New structures would be designed with adequate fire protection features in compliance with State law and the requirements of the State Fire Marshal. Building designs would be reviewed by appropriate campus staff and government agencies. (ii) Prior to implementation of individual projects, the adequacy of water supply and water pressure will be determined in order to ensure sufficient fire protection services. (iii) Adequate access will be provided to within 50 feet of the main entrance of occupied buildings to accommodate emergency ambulance service. (iv) Adequate access for fire apparatus will be provided within 50 feet of stand pipes and sprinkler outlets. (v) Service roads, plazas, and pedestrian walks that may be used for fire or emergency vehicles will be constructed to withstand loads of up to 45,000 pounds. (vi) As implementation of the LRDP occurs, campus fire prevention staffing needs would be assessed, increases in staffing would be determined through such needs assessments.	AM, PS	EHS, AE, PP	D, O	AP, ED
PP 4.12-1(b) (i) Accident prevention features shall be reviewed and incorporated into new structures to minimize the need for emergency response from the City of Riverside. (ii) Increased staffing levels for local fire agencies shall be encouraged to meet needs generated by LRDP project related on-campus population increases.	AM, PS, SL	EHS, AE, PP	D, O	AP, CD
PP 4.12-2(a) As development under the LRDP occurs, the Campus will hire additional police officers and support staff as necessary to maintain an adequate level of service, staff, and equipment, and will expand the existing police facility when additional space is required.	AM, SL	PD	O	AP
PP 4.12-2(b) The Campus will continue to participate in the "UNET" program (for coordinated police response and staffing of a community service center), which provides law enforcement services in the vicinity of the campus, with equal participation of UCR and City police staffs.	SL	PD	O	AP
MM 4.12-1: Should the City propose the construction of a new fire station to serve the campus and its surrounding areas, and the analysis of the environmental effects of the fire station project indicate that there would be potentially significant impacts requiring mitigation, the University will pay its proportional share of the cost of the environmental mitigation required for the project.	SL	CRM	O	AP

2005 LRDP Amendment 2 Mitigation Measures	Category	Responsible UCR Unit	Mitigation Timing	Compliance Action
TRANSPORTATION AND TRAFFIC				
PP 4.14-1 The Campus shall continue to implement a Transportation Demand Management program that meets or exceeds all trip reduction and AVR requirements of the SCAQMD. The TDM program may be subject to modification as new technologies are developed or alternate program elements are found to be more effective. (This is identical to Air Quality PP 4.3-1.)	SL	TAPS	O	AP
PP 4.14-2 The Campus will periodically assess construction schedules of major projects to determine the potential for overlapping construction activities to result in periods of heavy construction vehicle traffic on individual roadway segments, and adjust construction schedules, work hours, or access routes to the extent feasible to reduce construction-related traffic congestion.	AM, PS	AE	D, C	AP
PP 4.14-4 The Campus shall provide design professionals for roadway and parking improvements with the Campus Design Guidelines and instructions to implement those elements of the guidelines relevant to parking and roadway design.	PS	AE	P, D	AP
PP 4.14-5 To the extent feasible, the Campus shall maintain at least one unobstructed lane in both directions on campus roadways. At any time only a single lane is available, the campus shall provide a temporary traffic signal, signal carriers (i.e., flagpersons), or other appropriate traffic controls to allow travel in both directions. If construction activities require the complete closure of a roadway segment, the campus shall provide alternate routes and appropriate signage.	PS, SL	AE, PP, TAPS	O, C	CD, FO
PP 4.14-6 For any construction-related closure of pedestrian routes, the Campus shall provide alternate routes and appropriate signage and provide curb cuts and street crossings to assure alternate routes are accessible.	PS	AE, PP	O, C	CD
PP 4.14-8 To maintain adequate access for emergency vehicles when construction projects would result in roadway closures, the Office of Architects and Engineers shall consult with the UCPD, EH&S, and the RFD to disclose roadway closures and identify alternative travel routes.	PS, SL	AE, PP	OC, FO	CD, FO
MM 4.14-1a: Reconfigure the intersection of Parking Lot 1/Campus Drive to add a lane to the eastbound approach that would result in a joint left-turn/through lane with a separate right-turn lane and signalize intersection.	AM, PS	CRM, AE	P, E	AP
MM 4.14-1b: Travel Demand Management. To reduce on- and off-campus vehicle trips and resulting impacts, the University will enhance its Transportation Demand Management (TDM) program. TDM strategies will include measures to increase transit and Shuttle use, encourage alternative transportation modes including bicycle transportation, implement parking policies that reduce demand, and other mechanisms that reduce vehicle trips to and from the campus. The University shall monitor the performance of campus TDM strategies through annual surveys.	SL	TAPS	O	AP
MM 4.14-1c: Transit Enhancement. To enhance transit systems serving the campus, the University will work cooperatively with the RTA, and other local agencies to coordinate service routes with existing and proposed Shuttle and transit programs.	SL	TAPS	O	AP

2005 LRDP Amendment 2 Mitigation Measures	Category	Responsible UCR Unit	Mitigation Timing	Compliance Action
TRANSPORTATION AND TRAFFIC (continued)				
MM 4.14-1d: Sustainability and Monitoring. The University shall review individual projects proposed under the amended 2005 LRDP for consistency with UC sustainable transportation policy and UCR TDM strategies to ensure that bicycle and pedestrian improvements, alternative fuel infrastructure, transit stops, and other project features that promote alternative transportation are incorporated into each project to the extent feasible.	SL	TAPS	O	AP
MM 4.14-1e: Campus Traffic Impact Monitoring. The University will conduct traffic counts at key gateway locations on the campus every five years to determine the amount of traffic generated by the campus.	SL	CRM	O	AP
MM 4.14-1f: Mitigation Payments. The University's proportional share of the cost of the roadway improvements in **Table 4.14-18** is determined by dividing projected LRDP-related trips by the increase in background traffic between existing conditions and 2020. The projected proportional share percentage of each improvement is provided in **Table 4.14-18**, but the University's actual share will be determined based on actual project trips as established by monitoring under Mitigation Measure 4.14-1e. It is anticipated that at the time that the City proposes an improvement at an affected intersection and requests a proportional share payment, the University's proportional share will be calculated using the following formula: Campus Proportional Share % of mitigation project = (calculated impact contribution from EIR) * (traffic growth in year X/projected LRDP traffic growth in 2020) Where: X = the year the mitigation project is constructed Traffic growth in year X = gateway counts in year X -gateway counts in LRDP baseline year 2010 Projected LRDP traffic growth in 2020 = 2020 LRDP gateway forecasts from EIR - gateway counts in LRDP baseline year (2010) The University's payment of its proportional share of the cost of the improvements will be made available to the jurisdiction no later than the start of construction of when implementation of the improvement is reasonably certain. Contributions made by the University that exceed its proportional share of the cost of mitigation or that mitigates more than its impact may be credited towards mitigation by the University of future impacts.	SL	CRM	O	AP

2005 LRDP Amendment 2 Mitigation Measures	Category	Responsible UCR Unit	Mitigation Timing	Compliance Action
UTILITIES				
PP 4.15-1(a) Improvements to the campus water distribution system, including necessary pump capacity, will be made as required to serve new projects. Project-specific CEQA analysis of environmental effects that would occur prior to project-specific approval will consider the continued adequacy of the domestic/fire water systems, and no new development would occur without a demonstration that appropriate domestic/fire water supplies continue to be available.	PS	CRM, AE	P, D, E	ED
PP 4.15-1(b) To further reduce the campus' impact on domestic water resources, to the extent feasible, UCR will (i) Install hot water recirculation devices (to reduce water waste) (ii) Continue to require all new construction to comply with applicable State laws requiring water-efficient plumbing fixtures, including but not limited to the Health and Safety Code and Title 24, California Code of Regulations, Part 5 (California Plumbing Code) (iii) Retrofit existing plumbing fixtures that do not meet current standards on a phased basis over time (iv) Install recovery systems for losses attributable to existing and proposed steam and chilled-water systems (v) Prohibit using water as a means of cleaning impervious surfaces (vi) Install water-efficient irrigation equipment to maximize water savings for landscaping and retrofit existing systems over time (This is identical to Hydrology PP 4.8-2(a).)	AM, PS	AE, PP	D, O	AP, CD, FO
PP 4.15-1(c) The Campus shall promptly detect and repair leaks in water and irrigation pipes. (This is identical to Hydrology PP 4.8-2(b).)	SL	AG OPS, HSG, PP, TAPS	O	AP, FP
PP 4.15-1(d) The Campus shall avoid serving water at food service facilities except upon request. (This is identical to Hydrology PP 4.8-2(c).)	SL	DS	O	AP, FO
PP 4.15-5 The Campus will continue to comply with all applicable water quality requirements established by the SARWQCB.	AM	AG OPS, CRM, AE, PP	D, C, O	AP, FO
MM 4.15-2: Should the City determine that construction of new water treatment facilities or expansion of existing water treatment facilities is required in order to accommodate campus demand, and the analysis of the environmental effects of constructing or expanding these facilities indicate that there would be potentially significant impacts requiring mitigation, the University will pay its proportional share of the cost of the environmental mitigation required for the project.	SL	CRM	O	AP
MM 4.15-3: Should the City determine that construction of new or expanded wastewater treatment facilities is required in order to accommodate campus flows, and the analysis of the environmental effects of constructing or expanding these facilities indicate that there would be potentially significant impacts requiring mitigation, the University will pay its proportional share of the cost of the environmental mitigation required for the project.	SL	CRM	O	AP

2005 LRDP Amendment 2 Mitigation Measures	Category	Responsible UCR Unit	Mitigation Timing	Compliance Action
UTILITIES (continued)				
MM 4.15-4: Should the City determine that construction of new wastewater conveyance facilities or expansion of existing conveyance facilities on and off campus is required in order to accommodate campus discharges, and the analysis of the environmental effects of constructing or expanding these facilities indicate that there would be potentially significant impacts requiring mitigation, the University will pay its proportional share of the cost of the environmental mitigation required for the project.	SL	CRM	O	AP
MM 4.15-5: Should the City determine that construction of new storm water facilities or expansion of existing storm water facilities on and off campus is required in order to accommodate campus discharges, and the analysis of the environmental effects of constructing or expanding these facilities indicate that there would be potentially significant impacts requiring mitigation, the University will pay its proportional share of the cost of the environmental mitigation required for the project.	SL	CRM	O	AP
GREENHOUSE GAS EMISSIONS				
MM 4.16-1: All projects developed under the amended 2005 LRDP shall be evaluated for consistency with the GHG reduction policies of the UCR CAP and the UC Policy on Sustainable Practices, as may be updated from time to time by the University. GHG reduction measures, including, but not limited to, those found within the UCR CAP and UC Policy identified in **Tables 4.16-9** and **4.16-10** shall be incorporated in all campus projects so that at a minimum an 8 percent reduction in emissions from BAU is achieved. It is expected that the GHG reduction measures in the UCR CAP will be refined from time to time, especially in light of the evolving regulations and as more information becomes available regarding the effectiveness of specific GHG reduction measures. As part of the implementation of the UCR CAP, the Campus will also monitor its progress in reducing GHG emissions to ensure it will attain the established targets	AM, PS, SL	AE	P, D, E, O	AP, ED

5.0 REPORT PREPARATION

5.1 LEAD AGENCY

5.1.1 University of California, Riverside

Office of Finance and Business Operations
Capital Programs
Capital Resources Management
1223 University Avenue Suite 200
Riverside, California 92507

Timothy D. Ralston AIA, Associate Vice Chancellor
Capital Programs

Don W. Caskey FAIA, Associate Vice Chancellor
Campus Architect

Juanita W. Bullock RLA, ASLA, AICP (Project Manager)
Director of Physical and Environmental Planning/Campus Landscape Architect
Capital Resource Management

R. Umashankar
Senior Physical Planner
Physical and Environmental Planning
Capital Resource Management

Tricia D. Thrasher ASLA, LEED AP
Principal Environmental Project Manager
Physical and Environmental Planning
Capital Resource Management

5.1.2 University of California Office of the President

1111 Franklin Street
Oakland, California 94607

Kelly Drumm, Senior Counsel
Business and Land Use, Office of General Counsel

Alicia Jensen AICP, LEED AP, Associate Planner
Physical and Environmental Planning, Office of the President

5.2 EIR CONSULTANTS

5.2.1 Impact Sciences, Inc.

555 12th Street, Suite 1650
Oakland, California 94607

Shabnam Barati, Ph.D., Managing Principal

Paul Stephenson, AICP, Project Manager

Alan Sako, Air Quality Manager

Eric Bell, Air Quality Analyst

Ian Hillway, Publications Manager

Lisa Cuoco, Publications Coordinator

Emily Chitiea, Publications Assistant

5.2.2 Fehr & Peers (Traffic and Circulation)

3850 Vine Street, Suite 140
Riverside, California 92507

Christopher Gray, Senior Associate, Project Manager

Tamar Fuhrer, Transportation Planner

5.2.3 URS Corporation (Human Health Risk Assessment)

2020 East First Street, Suite 400
Santa Ana, California 92705

Shirley J. Pearson, PE, VP/Principal Engineer

Matthew Botting, Engineer

APPENDIX A

NOP Comment Letters

Linda S. Adams
Secretary for
Environmental Protection

Department of Toxic Substances Control

Maziar Movassaghi
Acting Director
5796 Corporate Avenue
Cypress, California 90630

Arnold Schwarzenegger
Governor

November 23, 2010

Ms. Juanita W. Bullock RLA, ASLA, AICP
Director of Physical Planning/Campus landscape Architect
3637 Canyon Crest Drive
Bannockburn Suite F-101
Riverside, California 92507
lrdp@ucr.edu

NOTICE OF PREPARATION (NOP) FOR A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE UNIVERSITY OF CALIFORNIA RIVERSIDE (UCR) LONG RANGE DEVELOPMENT PLAN (LRDP) AMENDMENT 2 PROJECT (SCH # 2010111034)

Dear Ms. Bullock:

The Department of Toxic Substances Control (DTSC) has received your submitted revised Notice of Preparation for a draft Environmental Impact Report (EIR) for the above-mentioned project. The following project description is stated in your document: “The UCR campus is located in the City of Riverside, 3 miles east of downtown Riverside and just west of the Box Springs Mountains. The campus is generally bounded by University Avenue and Blaine Street to the north, Watkins Drive and Valencia Hill Drive and its extension south on the east, a line extending east from le Conte Drive on the south, and Chicago Avenue on the west. The campus is bisected diagonally by the I-215/SR-60 freeway. The campus consists of approximately 1,144 acres, with approximately 614 acres east of the freeway (East Campus) serving as the undergraduate academic core and the location for the majority of existing academic, housing, and support facilities. The portion of the campus west of the freeway (West Campus comprising approximately 530 acres) is primarily occupied by agricultural teaching and research fields, the University Extension (UNEX), Highlander Hall, the International Village, Human Resources, and a large surface parking lot (Parking Lot No. 30). The proposed 2005 LRDP Amendment 2 involves changes to the 2005 LRDP Land Use map and changes to the text of the 2005 LRDP. The key changes are the designation of an area on the West Campus for the development of a School of Medicine (SOM), changes in the locations of future West Campus parking structures and reconfiguration of the future

open space areas on the West Campus, and the designation of the Campus Reserve site for housing and open space uses. The campus is listed on the CORTESE list due to contamination that was identified in the West Campus, south of Martin Luther King (MLK). An approximately 1-acre referred to as "the pits" was used in the past for the disposal of pesticides from agricultural operations. Since remediation has been completed for these pits in December 2002 and no construction is planned in this area, it would not present a risk of exposure to hazardous materials".

Based on the review of the submitted document DTSC has the following comments:

1) The EIR should evaluate whether conditions within the Project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:

    - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).

    - Envirostor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below). DTSC has determined that the proposed project will not impact the former pesticide pits site at the south end of the UCR campus.

    - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.

    - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.

    - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.

    - GeoTracker: A List that is maintained by Regional Water Quality Control Boards.

    - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.

- The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).

2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site within the proposed Project area that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.

3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the EIR.

4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.

5) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.

6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there

are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.

7) If the site was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.

8) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

9) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

If you have any questions regarding this letter, please contact Mr. Rafiq Ahmed, Project Manager, at rahmed@dtsc.ca.gov, or by phone at (714) 484-5491.

Sincerely,

Greg Holmes
Unit Chief
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse

P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov.

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
ADelacr1@dtsc.ca.gov

CEQA # 3072

AGUA CALIENTE BAND OF CAHUILLA INDIANS

TRIBAL HISTORIC PRESERVATION

April 15, 2011

Juanita W. Bullock RLA, ASLA, AICP
Director, Physical Planning/Campus Landscape Architect
900 University Avenue
Riverside, CA 92521-0101

Re: UC Riverside 2005 LRDP Amendment 2 and EIR, Riverside County, CA

Dear Ms. Bullock:

The Agua Caliente Band of Cahuilla Indians appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the Long Range Development Plan for the University. The proposed project location is not within the Reservation boundaries; however, it is within the Tribes Traditional Use Area.

Agua Caliente THPO thinks it is a great idea to develop a long range plan for the University California Riverside. The University has proven to be one of California distinguished schools. We congratulate you on this endeavor. Agua Caliente is interested in receiving the Environmental Impact Report for review and comment. Please send copies in paper and digital format when they become available.

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760) 699-6912. You may also email me at smilanovich@aguacaliente-nsn.gov.

Cordially,

Sean Milanovich, Cultural Specialist
Tribal Historic Preservation Office
AGUA CALIENTE BAND
OF CAHUILLA INDIANS

C: Agua Caliente Cultural Register

X:\CONSULTATIONS Letters\2011\External\CloseProximity\UCR_2005LRDPAmendment2andEIR_04_15_11.doc

5401 DINAH SHORE DRIVE, PALM SPRINGS, CA 92264
T 760/699/6800 F 760/699/6924 WWW.AGUACALIENTE-NSN.GOV

APPENDIX B

2005 LRDP Amendment 2 EIR Traffic Study – Supplemental Information

FEHR & PEERS

MEMORANDUM

Date: October 19, 2011

To: Nita Bullock, UC-Riverside
Shabnam Barati, Impact Sciences
Paul Stephenson, Impact Sciences

From: Chris Gray, Fehr & Peers

Subject: ***2005 LRDP Amendment 2 EIR Traffic Study – Supplemental Information***

IE09-0024

The purpose of this memorandum is to document changes that were made to the traffic study between the Draft EIR (DEIR) and Final EIR (FEIR) in response to DEIR comments and an error that was discovered after the DEIR was published. The three changes to the traffic study include: the reanalysis of the Big Springs Road & Watkins Drive intersection, the weave analysis and merge-diverge analysis of freeway interchanges, and a discussion of the Valencia Hills Drive & Watkins Drive intersection.

Big Springs Road & Watkins Drive Reanalysis

An analysis error at the intersection of Big Springs Road & Watkins Drive was spotted after the circulation of the DEIR. The intersection currently operates as an all-way stop controlled intersection but was analyzed as a signalized intersection. The intersection was reassessed as an all-way stop controlled intersection using HCM methodology. The results of the re-analysis are reported in Table 1. The stop controlled intersection currently operates at a satisfactory LOS and will continue to operate at a satisfactory LOS under 2020 conditions, both with and without the addition of project traffic. There would be no significant impacts at this intersection as a result of the proposed project.

Freeway Interchange Analysis

Freeway interchange analyses near the University Avenue and Central Avenue interchanges were conducted in response to the August 29, 2011 comment letter from Caltrans District 8. In its letter, Caltrans noted that the analysis must include "ramp merge/diverge and weaving analyses for all scenarios at the University Ave/I-215 and Central Ave/SR-60 interchanges."

We reviewed the ramp configurations at each location to determine the best analysis method. At the University Avenue ramps, the HCS Leisch Method for weaving analysis was selected. This method is acceptable by Caltrans standards, and was selected because all of the on- and off-ramps were directly linked to auxiliary ramps on the freeway mainline.

At the Central Avenue on-ramps, the Basic analysis type (HCM) was selected. This was because both on-ramps connect to auxiliary lanes that are longer than 1,500 feet. The I-215 NB off ramp was analyzed using the major diverge criteria, due to its configuration of having two exit lanes, including an "exit only" lane; the I-215 SB off ramp was analyzed using the standard diverge criteria. Also it should be noted that the junction of I-215 and SR-60 occurs to the south of this location where the freeways separate from each other. The results of this analysis are presented in Tables 2 and 3.

FEHR & PEERS

Valencia Hills Drive & Watkins Drive Intersection

A member of the public (Mr. Robert Phillips) provided a comment regarding the intersection of Valencia Hill Drive & Watkins Drive. Mr. Phillips noted that the traffic study did not include this intersection, and stated that there are backups during AM and PM peak hours on Valencia Hill Drive. Thus, Mr. Phillips believes that the traffic study should include this intersection.

Study intersections were selected through a collaborative process through consultation between Fehr & Peers, UCR Staff, the EIR consultant, and the City of Riverside. The locations identified to be analyzed for this report represented the main locations through which traffic from the Campus and the proposed Medical School will travel through on a regular basis. As such, not all intersections within the area around the Campus were subject to analysis. In looking at the project trip distribution, it would be highly unlikely that more than 10-15 peak hour project trips would travel through the intersection; generally an intersection is studied if it will carry more than 50 peak hour trips related to the project. This is consistent with the City of Riverside's traffic impact analysis criteria of evaluating intersections that are anticipated to receive 50 or more project trips during peak hours. Even so, it is unlikely that such low project trip assignment along the roadway segment of Watkins Drive near Valencia Drive would trigger a significant impact at this intersection.

We hope that you find this information helpful. Please contact Chris Gray at (951) 274-4801 should you have any questions regarding this documentation.

Table 1- Revised Intersection Analysis at Big Springs Road and Waktins Drive

Intersection	Scenario	Traffic Control	Period	Delay	LOS	Increase in Delay (seconds)	Impact
Big Springs Road & Watkins Drive	Existing	All Way Stop Control	AM Peak Hour	19.9	C	--	--
			PM Peak Hour	18.7	C	--	--
	Existing Plus Project	All Way Stop Control	AM Peak Hour	227	C	2.8	No
			PM Peak Hour	21.1	C	2.4	No
	2020 No Project	All Way Stop Control	AM Peak Hour	24.2	C	--	--
			PM Peak Hour	23.0	C	--	--
	2020 WithProject	All Way Stop Control	AM Peak Hour	27.7	D	3.5	No
			PM Peak Hour	25.4	D	2.4	No

Table 2- Freeway Ramp Merge/Diverge Analysis

			Existing (2010)		Existing Plus Project (2010)		Cumulative No Project (2020)		Cumulative With Project (2020)	
Segment		Analysis Type	Density (pc/ln/mi)	LOS	Density (pc/ln/mi)	LOS	Density (pc/ln/mi)	LOS	Density (pc/ln/mi)	LOS
I-215 NB south of Central	AM	Major Diverge	N/A [1]	F	N/A [1]	F	N/A [1]	F	N/A [1]	F
	PM		20.6	C	N/A [1]	F	N/A [1]	F	N/A [1]	F
I-215 NB north of Central	AM	Basic	N/A [1]	F	N/A [1]	F	N/A [1]	F	N/A [1]	F
	PM		N/A [1]	F	N/A [1]	F	N/A [1]	F	N/A [1]	F
I-215 SB south of Central	AM	Basic	12.6	B	13.5	B	14.6	B	15.5	B
	PM		34	D	42.7	E	N/A [1]	F	N/A [1]	F
I-215 SB north of Central	AM	Diverge	22.8	C	23.9	C	26.1	C	27.2	C
	PM		N/A [1]	F	N/A [1]	F	N/A [1]	F	N/A [1]	F

Note: 1- Volume sufficiently high that density exceeds allowable threshold, LOS is therefore F.

Table 3- Freeway Weaving Analysis

			Existing (2010)		Existing Plus Project (2010)		Cumulative No Project (2020)		Cumulative With Project (2020)	
			Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS
I-215 NB south of University	AM	Weaving	1860	E	2235	F	2334	F	2507	F
	PM		1528	D	1715	E	1823	E	2037	F
I-215 NB north of University	AM	Weaving	1633	D	1701	E	1923	F	1981	F
	PM		1304	C	1499	D	1557	D	1737	E
I-215 SB south of University	AM	Weaving	1486	D	1567	D	1737	E	1860	E
	PM		2849	F	3044	F	3305	F	3508	F
I-215 SB north of University	AM	Weaving	1094	B	1242	C	1310	C	1446	D
	PM		1649	E	1865	E	1946	F	2166	F

FEHR PEERS

MEMORANDUM

Date: October 19, 2011

To: Nita Bullock, UC-Riverside
Shabnam Barati, Impact Sciences
Paul Stephenson, Impact Sciences

From: Chris Gray, Fehr & Peers

Subject: ***2005 LRDP Amendment 2 EIR Traffic Study – Supplemental Information***

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	PM		20.6	C	N/A [1]	F	N/A [1]	F	N/A [1]	F
I-215 NB north of Central	AM	Basic	N/A [1]	F	N/A [1]	F	N/A [1]	F	N/A [1]	F
	PM		N/A [1]	F	N/A [1]	F	N/A [1]	F	N/A [1]	F
I-215 SB south of Central	AM	Basic	12.6	B	13.5	B	14.6	B	15.5	B
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I-215 SB north of Central	AM	Diverge	22.8	C	23.9	C	26.1	C	27.2	C
	PM		N/A [1]	F	N/A [1]	F	N/A [1]	F	N/A [1]	F

Note: 1- Volume sufficiently high that density exceeds allowable threshold, LOS is therefore F.

Table 3- Freeway Weaving Analysis

			Existing (2010)		Existing Plus Project (2010)		Cumulative No Project (2020)		Cumulative With Project (2020)	
			Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS
I-215 NB south of University	AM	Weaving	1860	E	2235	F	2334	F	2507	F
	PM		1528	D	1715	E	1823	E	2037	F
I-215 NB north of University	AM	Weaving	1633	D	1701	E	1923	F	1981	F
	PM		1304	C	1499	D	1557	D	1737	E
I-215 SB south of University	AM	Weaving	1486	D	1567	D	1737	E	1860	E
	PM		2849	F	3044	F	3305	F	3508	F
I-215 SB north of University	AM	Weaving	1094	B	1242	C	1310	C	1446	D
	PM		1649	E	1865	E	1946	F	2166	F