

Final Environmental Impact Report
for the Crystal View Terrace/Green Orchard Place/
Overlook Parkway Project
(P11-0050 – EIR & P12-0220 – GP)
City of Riverside
SCH No. 2011021028

Prepared for

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1.0 Introduction

1.1 Purpose

The City of Riverside (City), as the lead agency under the California Environmental Quality Act (CEQA), has prepared this Final Environmental Impact Report (Final EIR) for the proposed Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (Project). This Final EIR is intended to be used along with the Draft EIR (DEIR), which is incorporated by reference and bound separately. This Final EIR contains all of the required contents as outlined in Section 15132 of the CEQA Guidelines, including:

- Revisions to the DEIR;
- Comments and recommendations received on the DEIR;
- A list of persons, organizations, and public agencies commenting on the DEIR;
- The responses of the lead agency to significant environmental points raised in the review and consultation process; and
- Any other information added by the lead agency.

This Final EIR assembles all the environmental data and analyses that have been prepared for the Project. It also includes public and agency comments on the DEIR and responses by the City to those comments. The intent of the Final EIR is to provide a forum to air and address comments pertaining to the analysis contained in the DEIR and to provide an opportunity for clarification, corrections, or minor revisions to the DEIR as needed.

The evaluation and responses to comments are an important part of the CEQA process because it allows the following:

- The opportunity to review and comment on the methods of analysis contained in the DEIR,
- The ability to detect any omissions that may have occurred during the preparation of the DEIR,
- The ability to check for accuracy of the analysis contained within the DEIR,
- The ability to share expertise, and
- The ability to discover public concerns.

1.2 Process

A DEIR was prepared for the Project and circulated for public review from December 4, 2012, through March 1, 2013, through the Governor's Office of Planning and Research, the State Clearinghouse, and the Riverside County Clerk. The public review period for the DEIR was December 4, 2012 to February 1, 2013. After the public made several requests to extend the public review period, the City extended the public review period to March 1, 2013.

The City published public notices announcing the availability of the DEIR and the public review period in The Press-Enterprise on December 4, 2012 and January 8, 2013. These notices are included as Attachment A. Copies of the DEIR and all documents referenced in the DEIR were

made available at the City of Riverside, Community Development Department, Planning Division (3900 Main Street, 3rd Floor, Riverside, California 92522), as well as at City libraries: (1) Main (Downtown) Library, 3581 Mission Inn Avenue, Riverside, California 92501; (2) Casa Blanca Branch Library, 2985 Madison Street, Riverside, California 92504; and (3) Orange Terrace Branch Library, 20010-A Orange Terrace Parkway, Riverside, California 92508. Finally, an electronic version of this DEIR and the technical appendices was posted on the City of Riverside's Crystal View Terrace/Green Orchard/Overlook Parkway Project website at <http://www.riversideca.gov/planning/eir.asp>. The City used several methods to elicit comments on the DEIR. The notice of availability (NOA) was mailed to various agencies and organizations and to individuals that had previously requested such notice.

Written and oral comments were received during the public review period. Pursuant to Section 15088 of the CEQA Guidelines, the City, as the lead agency for the Project, has reviewed all comments received on the DEIR. Responses to these comments are contained within Section 2.0, Comments Received and Responses to Comments, of this Final EIR.

2.0 Comments Received and Responses to Comments

2.1 Introduction

In accordance with Section 15088 of Title 14 of the California Code of Regulations (the “CEQA Guidelines”), the City has evaluated the comments received on the DEIR for the Project and has prepared written responses to these comments. This chapter contains copies of the comments received during the public review process and provides an evaluation of and written responses to each of these comments.

2.2 Comments Received

During the public review period for this Project, comment letters were received from agencies, organizations, and individuals. A list of commenting parties is provided in Attachment C, along with a corresponding letter, which relates to the comment letters and the responses to comments.

Oral comments were received from organizations and members of the public during two community meetings: Casa Blanca Community Group (December 12, 2012) and the Orange Terrace Community Group (December 13, 2012). In addition, the City of Riverside Transportation Board and Planning Commission held a joint workshop on January 9, 2013. The verbal testimony given at these three meetings generally duplicated written comments received on the DEIR. The Planning Commission also held a meeting on June 6, 2013, following their regularly scheduled meeting, in order to discuss the project. Attachment B includes copies of meeting materials, including meeting transcripts, notes, and the Planning Commission staff report. Comments from the public meetings and workshop related to CEQA have been fully responded to in the responses in this chapter. As they represent duplicate issues and comments as those raised during the public review period, the comments in Attachment B have been cross referenced with the relevant responses to comments in Attachment C. In addition, public concerns and issues not related to the DEIR have been included in some Master Responses to Comments and/or addressed in the City’s staff report prepared for the Planning Commission and City Council hearings. For example, discussion/analysis of the following common topics can be found as follows:

1. Agricultural/Citrus Groves West of Washington Street are addressed in Master Response #12;
2. Artifacts related to Chinese workers and Native Americans are addressed in Master Response #12;
3. Madison Avenue railroad queue and crossing is addressed in Master Response #11 and Appendix D – BNSF At-Grade Railroad Crossing Queue Study at Madison Street and Washington Street;
4. Crime is addressed by Master Response #13 and Figure R-3; and

5. The analysis of a new design for “C” Street – Design B is discussed in the Errata under 3.1 – Clarification and Revisions as a Result of Comments Regarding the Proposed “C” Street under Scenario 4.

2.3 Comments and Responses to Comments

All the written comments on the DEIR received by the City and the responses to those comments have been included in accordance with Section 15088 of the CEQA guidelines. Comment letters and responses have been compiled as Attachment C. In accordance with the CEQA Guidelines, responses are prepared for those comments raising environmental issues. When responding to comments, CEQA provides that lead agencies should focus on significant environmental issues and do not need to provide all information requested by reviewers, as long as a “good faith, reasoned analysis is provided” (CEQA Guidelines, Section 15088(c), 15204). In addition, it should be noted that comments by public agencies should be limited to those aspects of a project that are within its area of expertise or that are required to be carried out or approved by the agency, and such comments must be supported by substantial evidence (CEQA Guidelines Section 15204).

2.3.1 Master Responses to Comments

The City is providing master responses to address certain issues that were raised in multiple comment letters. Those master responses are numbered and provided below, and they are referred to throughout the comment-specific responses.

#1: Opinion of Project / Comments on Non-Environmental Issues

While all comments received have become part of the public record, certain comments received during the public review period do not address the adequacy of the DEIR or raise any environmental issues. Section 15088 of the CEQA Guidelines states, “the lead agency shall evaluate comments on environmental issues received from persons who reviewed the DEIR and shall prepare a written response.” (Emphasis added.) Where a commenter submits comments that do not raise environmental issues, there is no requirement under CEQA that the City respond (*Ibid.*; see also *Cleary v. County of Stanislaus* [1981] 118 Cal.App.3d.348 360 [holding that a Final EIR was adequate under CEQA where it did not respond to comments raising non-environmental issues]). The public will have an opportunity to comment on the merits of the Project itself at a City Council hearing. Notice of this hearing on this Project will be published at least 10 days prior to the hearing date. The agenda for City Planning Commission and City Council hearings can be found at: <http://riversideca.legistar.com/Calendar.aspx>

#2: Vague or Conclusory Statements

The City has reviewed all comments received, and, as stated above, all comments are a part of the public record. Some comments state that the DEIR is inadequate, but do not provide any explanation, information, specific examples, or other support for the comment. A comment which draws a conclusion without elaborating on the reasoning behind, or the factual support for, those conclusions does not require a response. Under CEQA, the lead agency is obligated

to respond to timely comments with “good faith, reasoned analysis” (CEQA Guidelines 15088(c)). These responses “shall describe the disposition of the significant environmental issues raised . . . [and] giv[e] reasons why specific comments and suggestions were not accepted (CEQA Guidelines, 15088(c)). To the extent that specific comments and suggestions are not made, specific responses cannot be provided and, indeed, are not required (*Browning-Ferris Industries of California, Inc. v. City Council of the City of San Jose* [1986] 181 Cal.App.3d 852 [Where a general comment is made, a general response is sufficient]).

The DEIR fully addresses and compares the impacts associated with each scenario. The impact analysis and significance conclusions presented in the DEIR are based upon and supported by substantial evidence, including the technical analyses (i.e., traffic, noise, air quality, greenhouse gas emissions, biology, hydrology, land use consistency, and cultural resources) provided as appendices to the DEIR (DEIR Appendices C-J). The technical information is summarized and presented in the body of the DEIR, thus providing in full the factual basis for the conclusions.

#3: Late Comments Received Outside the Comment Period

The City has received comment letters outside the comment period for the public review of the DEIR. Section 15088(a) of the CEQA Guidelines states, “the lead agency shall respond to comments received during the noticed comment period and any extensions and may respond to late comments.” (Originally the comment period was from December 4, 2012, to February 1, 2013; however, it was then extended to March 1, 2013, per the public’s request.) Accordingly, nothing in CEQA “requires the lead agency to respond to comments not received within the comment periods” (Pub. Res. Code, § 21092.5(c); see also *Gray v. County of Madera* (2008) 167 Cal.App.4th 1099, 1111). Comments received by the City outside the comment period have been included within this Final EIR. Although not required by CEQA, the City has included these letters in Attachment C and reviewed the letters to verify that they do not raise new environmental issues related to the DEIR.

#4: Economic and Social Impacts

Several commenters alleged that the proposed Project may cause economic hardship or social impacts by adversely impacting property values. According to CEQA Guidelines Section 15358(b), impacts to be analyzed in the EIR must be “related to physical changes” in the environment, not economic conditions. CEQA Guidelines Section 15131(a) does not require an analysis of a project’s social or economic effect because such impacts are not, in and of themselves, considered significant effects on the environment. Section 15131(a) states:

Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.

The CEQA Guidelines also provide that physical effects on the environment related to changes in land use, population, and growth rate induced by a project may be indirect or secondary impacts of the project and should be analyzed in the EIR only if the physical effects would be significant (CEQA Guidelines Section 15358(a)(2)). Indeed, “evidence of economic and social impacts that do not contribute to or are not caused by physical changes in the environment is not substantial evidence that the project may have a significant effect on the environment” (CEQA Guidelines, § 15064(f)(6)). The California Supreme Court has explained that “[a]n EIR is to disclose and analyze the direct and the reasonably foreseeable indirect environmental impacts of a proposed project if they are significant. . . . Economic and social impacts of proposed projects, therefore, are outside CEQA’s purview” (*Anderson First Coalition v. City of Anderson* [2005] 130 Cal.App.4th 1173, 1182 [citing CEQA Guidelines, §§ 15126.2, 15064(d)(3)]). For Scenarios 1 and 2, there would be no construction and the continued use of a traffic control device (e.g., gates) or the removal of a traffic control device would be similar to the existing condition and/or the legal requirements per Project approvals for this area; therefore, these scenarios would not result in financially-related environmental impacts. The proposed improvements to Overlook Parkway and Proposed Street C and the corresponding redistribution of traffic would not result in economic or social effects that would result in significant environmental impacts under Scenarios 3 and 4; however, the likelihood that Scenarios 3 and 4 would cause a financial condition resulting significant environmental effects would be highly speculative (per State CEQA Guidelines § 15145 [speculation not required]).

As stated above in this response, CEQA does not require social justice or environmental justice impacts to be evaluated and therefore there are no thresholds established. The City did look at social and environmental justice issues using the General Plan 2025 Air Quality Element as guidance. Some of the conclusions, summarized from the staff report prepared for the City’s Planning Commission, include: the traffic impacts are not concentrated within any one particular community; the DEIR discusses Casa Blanca Neighborhood and the Project is consistent with General Plan 2025 policies about equitable decision-making related to socioeconomic status or geographic location, from the health effects of air pollution. With respect to traffic, analysis included intersections throughout the Project vicinity, including within the Casa Blanca Neighborhood. The traffic impacts to intersections and links would occur in multiple neighborhoods within the Project vicinity and are not concentrated within any one particular community. Nonetheless, Casa Blanca Neighborhood is discussed in Section 3.9 – Land Use and Aesthetics of the DEIR, including reference to historic uses and consistency with General Plan 2025 Policies AQ-1.1 (equitable decision-making related to socioeconomic status or geographic location, from the health effects of air pollution) and AQ-1.2 (potential environmental justice issues in reviewing impacts) (see DEIR pages 3.9-11 through -12). Ultimately, the DEIR found no disproportionate impacts to land use, traffic, or air quality would occur within the Casa Blanca Neighborhood. Specifically, please see the discussion of Casa Blanca Neighborhood on DEIR pages 3.9-39 (addressing environmental justice issues in Casa Blanca Neighborhood as to Scenario 1); 3.9-41 (addressing environmental justice issues in Casa Blanca Neighborhood as to Scenario 2); 3.9-42 through -43 (addressing environmental justice issues in Casa Blanca Neighborhood as to Scenario 3); and 3.9-44 (addressing environmental justice issues in Casa Blanca Neighborhood as to Scenario 4).

Several commenters stated that increases in traffic on roadways near their residences would decrease property values, and therefore, would cause economic hardship. Property values are outside the requirements of CEQA which considers the physical impacts of a project; however, as noted throughout the DEIR, the connection of Overlook Parkway and the Proposed “C” Street are planned roadways in the General Plan 2025, and traffic volumes on those roadways would be within the design capacity and acceptable level of service for that roadway. Neither the redistribution of traffic under all four scenarios, nor the construction of roadways under Scenarios 3 and 4, would result in a reasonably foreseeable indirect environmental impact, such as urban decay or deterioration. The Project does not introduce a new freeway corridor or new circulation element arterials. Physical decay and deterioration would be unlikely given the City neighborhoods immediately surrounding the proposed connection of Overlook Parkway under Scenarios 3 and 4 and the extension of a roadway for the Proposed “C” Street under Scenario 4. The Project involves implementing the General Plan 2025 Master Plan of Roadways in the approved Community Mobility and Circulation Element and does not involve an increase in vehicle trips.

#5: Regionally Diverted Traffic

Several commenters claim that Scenarios 3 and 4—which involve the connection and/or extension of Overlook Parkway—would “attract” vehicles from outside of the Project vicinity. Section 3.11.4.1c – Circulation System – Impact Analysis – Potential Cut-through Traffic (pages 3.11-96 – 3.11-104) of the DEIR analyzes the potential for these scenarios to attract trips from outside of the Project vicinity. The FEIR has been revised to differentiate between two terms: “regionally diverted traffic” and “local cut-through traffic”. Regionally diverted traffic, analyzed in Section 3.11.4.1c – Circulation System – Impact Analysis – Potential Cut-through Traffic (pages 3.11-96 – 3.11-104) of the DEIR, refers to new vehicles coming into the Project vicinity that would use arterial roadways within the City instead of highways to arrive at their ultimate destination, but does not include residents within the Project vicinity. The term “local cut-through traffic” refers to vehicles that would use local roads within neighborhoods instead of arterial roadways (see Master Response #8 below). These clarifications do not change the conclusions of the analysis, nor do they represent significant new information in the DEIR because – even with these clarifications – the ultimate number of trips remain unchanged from those set forth in the DEIR.

The City of Riverside uses Appendix G of the CEQA Guidelines for thresholds of significance to determine environmental impacts. Appendix G of the CEQA Guidelines does not have adopted thresholds governing potential regionally diverted traffic (see Section 3.11.3 – Significance Determination Thresholds (page 3.11-40) of the DEIR). Nevertheless, Section 3.11.4.1c – Circulation System – Impact Analysis – Potential Cut-through Traffic (pages 3.11-96 – 3.11-104) of the DEIR analyzes if any of the scenarios which comprise the Project have the potential to “attract” trips from outside of the Project vicinity. The revisions to the FEIR are shown in ~~strikeout~~/underline.

As noted in the Errata, Section 3.11.4.1c – Circulation System – Impact Analysis – Potential Cut-through Traffic (pages 3.11-96 – 3.11-104) the DEIR has been edited to clarify terms:

The City does not have adopted thresholds governing potential regionally diverted traffic ~~cut-through traffic~~ and evaluates traffic impacts based on LOS standards; however, each scenario was evaluated in the TIA (Appendix J of the DEIR) for the potential to cause an increase in regionally diverted traffic ~~cut-through traffic~~ in the Project vicinity in order to provide the most complete information disclosure possible. Regionally diverted traffic refers to new vehicles coming into the Project vicinity that would use arterial roadways within the City instead of highways to arrive at their ultimate destination, but does not include residents within the Project vicinity.

Since Scenarios 3 and 4 would add new arterial east-west roadway(s) not currently available to drivers, the potential for regionally diverted ~~cut-through~~ traffic exists. This analysis looks at the numbers of new vehicles coming into the Project vicinity that can be attributed to changes in the circulation network (traffic that comes into the area that did not come to this area before).

Since the difference in volumes is negligible when comparing Scenarios 1 and 2 (Gates Closed and Gates Open), this evaluation looks at daily traffic volume changes between Scenarios 3 and 4 against the Gates Open baseline, for both Year 2011 and Year 2035 conditions. These scenarios are not evaluated against the Gates Closed baseline in this section, as motorists would be unable to cut through under that condition. Any new regionally diverted traffic ~~cut-through traffic~~ would eventually enter or leave the area via roads on the east of the study area; this analysis focuses on east-west facilities that are generally parallel to Overlook Parkway.

The analysis shows that for both 2011 and 2035 conditions, the projected regionally diverted traffic ~~cut-through~~ volumes are low. As explained below, new potential regionally diverted traffic ~~cut-through traffic~~ entering the Project vicinity area is low overall; however, Scenario 3 would have less regionally diverted ~~cut-through~~ traffic compared to Scenario 4.

Additionally, for commenters who expressed concern about potential diverted traffic from opening the gates under Scenario 2, the discussion of Scenarios 3 and 4, which include this Project component, fully address this issue. Thus, the DEIR fully analyzed the potential for new roadways to “attract” trips regionally, and the traffic analysis fully accounts for local cut-through traffic in the predicted future traffic counts. It examines where traffic would increase and decrease with the different scenarios. As an example, the Traffic Impact Analysis (TIA) (Appendix J of the DEIR) analysis considered how traffic gets from Alessandro Boulevard to Washington Street or Madison Street (even if circuitous) and the changes that would occur.

#6: Alternatives Not Considered

As required under CEQA Guidelines Section 15126.6, the DEIR considers and discusses a range of reasonable alternatives, each of which was analyzed at an equal level of detail throughout the DEIR. As required pursuant to CEQA Guidelines Section 15126.6(a) these

alternatives were selected to provide a reasonable range of possible Project designs, which could potentially attain most of the basic objectives of the Project, but potentially avoid or substantially lessen any significant effects of the Project. Specifically, the factors considered in the selection of the alternatives included whether the alternative would (a) avoid or substantially lessen or significant impacts of the Project, (b) address solutions that are not addressed by other alternatives, and/or (c) feasibly attain most of the basic objectives of the Project.

For a thorough analysis of alternatives considered but rejected please see the DEIR Section 8.0 – Project Alternatives which addresses the following: *Overlook Parkway - Stripe to Four Lanes Alternative*, *Proposed C Street - Madison Street Extension Alternative*, *Proposed C Street– Victoria Underpass Alternative*, and *Washington Street and Lincoln Street Improvements Alternative*. Each of these alternatives were considered but rejected. As explained in Section 8.1.3 of the DEIR (pages 8-2 to 8-11), among the factors used to eliminate alternatives from detailed consideration in the EIR are: failure to meet most of the basic Project objectives, or inability to avoid or lessen significant environmental effects. Of particular importance was that these improvements did not reduce traffic impacts, and one or more has increased engineering and construction costs and right-of-way requirements.

One alternative that was raised in the public comments related to removing Overlook Parkway from the Master Plan of Roadways. As noted in the DEIR, all four scenarios proposed under this DEIR retain Overlook Parkway on the Master Plan of Roadways. In doing so, the Project would not preclude implementation of General Plan 2025, as the connection of Overlook Parkway is considered an important parkway connection between the Alessandro Heights and Canyon Crest neighborhoods. In analyzing Scenarios 1 and 2, the DEIR does discuss the changes *within the project vicinity* that would occur if Overlook Parkway is not connected. However an alternative that would formally remove Overlook Parkway from the Master Plan of Roadways was not considered in the EIR as it would not achieve the objectives of the Project. Specifically, this alternative would not address the traffic patterns related to the Overlook Parkway *connection* and the *connection* westerly of Washington Avenue consistent with the General Plan 2025. The objectives of the Project were developed in accordance with the General Plan 2025, which does not state to remove the connection of Overlook Parkway. Rather, the General Plan 2025 (Pages CCM-14 and CCM-15) identifies the connection as potentially being important:

These few changes [including the connection of Overlook Parkway] are not anticipated to induce significant additional regional traffic in the City. They are, however, critically important to serving local traffic demand. In particular, a 2004 preliminary study indicated the proposed two-lane road (120-feet of right-of-way built with only two travel lanes) that would connect the western end of Overlook Parkway to SR-91 would be primarily local serving, provided the width of any new Overlook Parkway bridge over the arroyo is limited to two travel lanes total.

As discussed above, the removal of Overlook Parkway is not consistent with the General Plan and would not meet the Project objectives. The staff report included in Appendix B also provides background on the scope of the Project analyzed and the history of previous

decisions to maintain Overlook Parkway on the Master Plan of Roadways. Should the City Council consider removal of the connection of Overlook Parkway from the General Plan Master Plan of Roadways, a new Traffic Impact Analysis (TIA) for the entire City would need to be performed in order to understand the complete impacts of such a decision on the *City-wide* network.

Other alternative scenarios addressed in individual comment letters were reviewed by the City. With the exception of Proposed “C” Street which has been modified in one section in response to public concern about avoiding citrus groves, none of the alternate scenarios suggested in the comments received during public review would avoid or substantially lessen a significant environmental impact of the Project and meet Project objectives. The Project alternatives raised in the individual comment letters are summarized below:

Active Transportation - One of the commenters suggested that the EIR should include a separate alternative of connecting the two gaps in Overlook Parkway with an exclusive bike trail and walking path, consistent with the Bike Plan. The suggested alternative provided in this comment letter would not further reduce the Project’s significant environmental impacts because construction impacts would remain (as with Scenarios 3 and 4), and traffic/transportation impacts would remain significant (same as Scenarios 1 and 2). The commenter’s proposed alternative would not meet the Project’s overall objective which is to evaluate and resolve the General Plan 2025 goals and policies relative to Overlook Parkway and a connection from Washington Street to the SR-91 freeway. The General Plan 2025 does not include any goals or policies related to connecting the gaps of Overlook Parkway with an exclusive bike trail and walking path. Because this alternative would not meet the objectives of the Project, it was not incorporated into the FEIR.

Connecting Overlook Parkway to Auto Center – Another commenter noted the importance of having an additional crosstown arterial to help distribute traffic more evenly and suggested providing an Overlook Parkway extension to Auto Center. As noted in the EIR, multiple routes were considered for connecting Overlook Parkway westerly to provide a connection to the 91 freeway and the Proposed Street C was the most feasible route. Given the density of development in the vicinity of Auto Center Drive, the feasibility of this option is considered limited.

Improvements to Existing Roadways – Other comments included providing additional improvements on existing roadways as an alternative to Scenarios 1-4 in the EIR. Suggestions included widening Van Buren Boulevard to three lanes and synchronizing the traffic signals from the 215 to the 91. The City is already planning to synchronize the signals on Van Buren Boulevard and a new interchange is under construction at the I-215. In addition, this alternative would not achieve the objectives of the Project and as such was not incorporated into the EIR.

#7: Inconsistent with Prop R and Measure C

Many commenters allege that the Scenarios are violation of Proposition R (passed in 1979) and Measure C (passed in 1987). In fact, none of the Scenarios analyzed violate any provision of Proposition R or Measure C. All Scenarios are consistent with the provisions, purpose and

intent of the measures. Commenters have also stated that the Proposed “C” Street violates the intent of the measures. Again, from a strict reading of the measures, Proposed “C” Street actually follows the measures.

Specifically, as set forth in Section 3(a) of the Proposition R, the “Greenbelt” includes “all property lying in the Riverside Arlington Heights Greenbelt within the area enclosed by a line beginning on the centerline of Washington Street 712 feet northwesterly of its intersection with the centerline of Victoria Avenue, then proceeding southwesterly parallel to and 712 feet northwesterly of the centerline of Victoria Avenue to the centerline of Harrison Street, along the centerline of Harrison Street northwesterly to the southeasterly property line of the Riverside Canal, along the property line of the Riverside Canal southwesterly to the City Limits, along the City Limits in a generally easterly direction to the centerline of Washington Street, then northerly along the centerline of Washington Street to the point of beginning.” As noted in the Errata, DEIR Figures 3.1-1 and 3.1-2 show the portion of the Arlington Heights Greenbelt within the Project vicinity. (See also Measure C, § 3(d) [defining the “Greenbelt” as the area defined Section 3(a) of Proposition R].)

As enacted, Proposition R imposed Residential Agricultural (RA) zoning on properties within the Greenbelt and other areas; imposed Residential Conservation (RC) zoning on certain properties with natural slopes; and imposed restrictions on the type and density of residential development within those areas. The Project analyzed in the DEIR, however, does not propose any residential development. Thus the original requirements of Proposition R are largely inapplicable to the Project.

Measure C then amended Proposition R to impose additional requirements on the Greenbelt area. Specifically, the relevant portions of Measure C state as follows:

Policy to Promote and Encourage Agriculture. It is hereby declared to be the policy of the City of Riverside to promote and encourage agriculture as an essential industry and a desirable open space use. The Greenbelt ... Lands are important agricultural lands because of their high soil quality, favorable climate, and low water costs. It is further declared to be the policy of the City to retain, wherever feasible, agricultural lands in private ownership and to encourage and assist the maintenance and formation of family farms, especially for farmers who live on their land. The City shall forthwith adopt such policies, ordinances, and resolutions as may be necessary to implement these policies.

(Measure C, § 5(a).)

Additional Agricultural/ and Open Space Policies. To further promote and preserve agricultural uses and agricultural lands in the City of Riverside, the City shall forthwith take any and all appropriate actions to carry out this measure, including but not limited to the following....

2. *Protect Greenbelt streets from heavy traffic;*
3. *Minimize the extension of City services and urban infrastructure into agricultural land areas; except as needed for agricultural purposes;*

4. *Develop and implement public service and infrastructure standards compatible with and appropriate for agricultural lands;*

(Measure C, § 5(c).)

As shown by the DEIR, the proposed Project is consistent with Proposition R, as amended by Measure C. Specifically, the DEIR explains that the Project will not result in any potentially significant impacts to agricultural resources. (DEIR Section 3.1.) The Project will have “no impact” on agricultural resources under Scenarios 1, 2, or 3, and will have a “less than significant impact” under Scenario 4. This has also been reiterated in the Master Response #12. The DEIR specifically confirms that – consistent with Proposition R and Measure C – no impacts to Williamson Act contract lands and no rezoning would occur. Likewise, the Project will not take agricultural lands out of private ownership. Further, “some of the existing street right-of-way would be vacated, and thus could revert to neighboring parcels, allowing approximately 1.1 acres of land to return to agricultural uses.” (DEIR p. 3.1-18.) Accordingly, the Project is consistent with the policies expressed in Measure C.

Moreover, Measure C in directing the City to protect the Greenbelt from “heavy traffic,” never provided a definition of what “heavy traffic” conditions actually were. Thus, while the completion of Overlook Parkway may increase traffic volumes on selected streets within the Greenbelt, the majority of the circulation system within the Greenbelt will be unaffected. As shown on DEIR Figure 3.11-26a, in the Year 2035 analysis, Scenario 4 would not result in significant impacts to Intersection 22 (Victoria Avenue and Mary Avenue) or Intersection 7 (Washington Street and Lincoln Avenue). Other impacts to intersections such as Intersection 8 (Victoria Avenue and Washington Street) would occur under all scenarios, but to other scenarios do not reduce impacts elsewhere in the Greenbelt, such as to Intersections 7 and 22. Accordingly, again, the Project is consistent with Proposition R and Measure C.

Furthermore, the only potential part of the Project that may actually be built in the Greenbelt is the extension of Proposed “C” Street proposed as part of Scenario 4. The Proposed “C” Street is considered infrastructure and it has been designed to minimize its impacts on the Greenbelt. Infrastructure as defined by the General Plan 2025 is “*The physical systems and services which support development and population, such as roadways, railroads, water, sewer, natural gas, electrical generation and transmission, telephone, cable television, storm drainage, and others.*” The design of the Proposed “C” Street has also been reduced to an 88-foot ROW and features such as a median, sidewalks, etc. have been modified to match existing roadways in this area. As well, its design reduces the amount of traffic flow into the Greenbelt by routing traffic back to the State Route 91. The traffic analysis and modeling indicates that at buildout in 2035 Scenario 4 with Proposed “C” Street has the least amount of traffic impact to the Greenbelt in 2035.

At the joint workshop for the Transportation Board and Planning Commission, the following summary of traffic impacts within the study area to both intersections and links after mitigation was presented:

	2011	2035
Scenario 1	0	4
Scenario 2	0	6
Scenario 3	0	5
Scenario 4	0	4

Scenario 4 has the least traffic impacts in the future, when mitigation is taken into consideration. This would ensure that intersections operate at a more efficient level of service, and would reduce the potential for cars to cut through on local streets along Overlook Parkway. When looking at the larger streets for buildout of the City, such as Alessandro Boulevard, Arlington Avenue, and Victoria Avenue, this scenario has the least amount of impacts on intersections along those streets. This scenario also would provide a designated route to accommodate traffic volumes in the Greenbelt. The Proposed “C” Street would reduce traffic volumes on roadways such as Madison Street south of Victoria Avenue and Washington Street north of Dufferin Avenue.

The results of the traffic impact analysis confirm previous studies and information presented in the City’s General Plan 2025: that the Overlook Parkway extension is critically important to serve local traffic demand and would not induce significant additional regional traffic in the City. Therefore, Scenario 4 with C Street *protects the greenbelt streets from heavy traffic, and minimizes the extension of City services and urban infrastructure in agricultural land areas*, by designing a route that addresses circulation and traffic flow in this area.

Further, at the time the Measures were passed, 1979 and 1987, the City’s General Plan clearly reflected that Madison Street would connect through the greenbelt by going southerly past Victoria Avenue, turn easterly past Washington Street and then connect to a roadway between Washington Street and Alessandro Boulevard (see Attachment B: Exhibit 4 in the Staff Report prepared for the Planning Commission). Thus, Proposed “C” Street, or a vision of “C” Street had been contemplated and on the City’s General Plan prior to either Measure. As such, had there been a concern that this General Plan street would cause excessive traffic through the greenbelt, it is conceivable that the proponents of the Measures would have dealt with this street. In fact, Measure C actually dealt with specific issues that had arisen between it and Proposition R, such as Sycamore Canyon Park, a specific plan for La Sierra Lands, and annexation areas. Therefore, Proposed “C” Street – Designs A and B are consistent and in compliance with both Measures and as such, does not violate either Measure.

In addition to the information above, an analysis of each Scenario’s consistency with both Proposition R and Measure C is provided in Chapter 3.9 – Land Use and Aesthetics of the DEIR, along with Appendix H – Land Use Consistency. As indicated in Appendix H, it is the City’s objective to enforce and adhere to the protections for agricultural areas. The road improvements proposed through the Greenbelt would not result in the rezoning of any land within the Project vicinity, and land within the Greenbelt would retain its RA-5 zoning,

consistent with the agricultural preservation provisions established by Proposition R and Measure C. Scenario 4 would be consistent with the General Plan and Proposition R and Measure C because roadway development within the protected area would be limited to Proposed “C” Street, which was already contemplated within the currently adopted General Plan 2025. Prop R and Measure C doesn’t necessarily impose a 100% moratorium on agricultural losses. The Project’s consistency with Proposition R and Measure C ultimately will rely on the discretion of the decision-makers (City Council).

#8: Local Cut-through Traffic / Traffic Impact Analysis (TIA) Study Area

Numerous commenters allege that one (or more) of the four scenarios which comprise the Project would increase local cut-through traffic within their respective neighborhoods, or that certain local roadways were not analyzed within the DEIR. As previously discussed in Master Response #5, the FEIR has been revised to differentiate between two terms: “regionally diverted traffic” and “local cut-through traffic”. The term “local cut-through traffic” addresses vehicles that would use local roads within neighborhoods instead of arterial roadways.

It should be noted that, generally, when arterial roadways have a better LOS, the potential for motorists to “cut through” neighborhoods is less likely. Mitigation measures are thus proscribed in order to improve LOS at high-capacity intersections throughout the Project vicinity. For example, several mitigation measures within Section 3.11 – Transportation/Traffic, identify intersections along arterial roadways to be converted from all-way stop controlled to signalized. These measures improve LOS, reduce delay, and further the likelihood that motorists will remain on arterial roadways that can handle the capacity, instead of “cutting through” local streets that have lower speed limits, narrower widths, and more traffic calming measures such as stop signs.

Thus, when evaluating the addition of a completed arterial roadway (Overlook Parkway) to the circulation system, as Scenarios 3 and 4 entail, or leaving the arterial roadway incomplete (as Scenarios 1 and 2 entail), one of the many purposes of the TIA is to analyze how larger-capacity streets would function.

The study locations were selected through a variety of methods which are commonly applied for CEQA traffic studies. Work which was previously conducted for the approved General Plan update, specifically the analysis of the completion and extension of Overlook Parkway, provided an initial set of study locations to match those in the General Plan 2025. The General Plan 2025 study location list was expanded using direction and guidance contained within the City’s traffic study guidelines, along with discussion and input with City staff. The study locations were based on the Project’s potential to cause a significant impact by increasing traffic in relation to the existing traffic load and capacity of the street system, and City staff concurred with the selected study locations. Comments were received from the public during the Notice of Preparation comment period, some of which related to the Project study area. Based on these comments, additional study locations were included for analysis.

Local streets were, however, evaluated if they were located in proximity to the gates on Crystal View Terrace and Green Orchard Place. This is not to say that other local streets are not as

important as these; the gates are in place due to other mitigation measures in association with prior approved Projects. However, it is not feasible for the TIA and DEIR to fully detail the traffic counts and modeling results for every local street within the approximately 7,500-acre Project vicinity. The City also distinguishes from planning-level forecasts for roadway classification and capacity that relate to how the overall network will function and operational adjustments that can be made to individual streets (e.g., signalization, traffic calming measures).

Based on professional experience and the expert opinion of the City's traffic consultants and staff, the study locations and the study area are appropriate to determine the Project's potential significant traffic impacts. There are many local streets in the vicinity of the Project. Not all of them would reasonably be considered as possible or reasonable cut through routes or routes which would be likely to receive traffic as a result of the Project. Since not every single local street can be included in the study, only those streets which have a reasonable expectation of significant added traffic were included in the study.

The TIA and DEIR fully analyzed 28 intersections and 39 roadway links to determine traffic volumes on roads leading up to intersections. The selection of intersections and links was based on input received from the public and discussion with City staff, professional judgment for locations deemed most likely to be affected by any scenario, as well as a review of previous studies.

The TIA included intersections and roadways that could be used by locals thereby increasing local cut through traffic. Given the distribution of traffic on links and intersections studied in the TIA, the results of the traffic analysis also allow the City decision-makers to understand how any changes in the traffic distribution and volumes affect specific areas (including Overlook Parkway, Hawarden, Canyon Crest, Greenbelt, and Madison). As an example, Flemington is not a route that would be expected to receive added traffic due to its location and the fact that any traffic to or from Overlook Parkway via Fleming would be forced to travel an extremely circuitous route and thus we can reasonably conclude that there would be no significant Project traffic impacts on Flemington.

The TIA prepared for the Project is in accordance with requirements set forth in the "City of Riverside Traffic Impact Analysis Preparation Guide" (2012), which in turn ensures that all traffic studies in the City fully captures traffic impacts to comply with CEQA. As part of those requirements, the traffic consultant worked with the City's traffic engineering division to determine the study area, including the intersections and roadway links to be analyzed. As required by the City's TIA Preparation Guide:

At a minimum, the area to be studied shall generally include any intersection of "Collector" or higher classification streets on which the proposed Project will add 50 or more peak hour trips up to a 5 mile radius of the Project location. The study area may be extended if the Project has a regional impact on the regional transportation system.

The traffic modeling conducted for the DEIR found that the scenarios redistributed existing traffic. Changes in traffic volumes were looked at on a daily basis. The study shows minimal increase in volumes from outside of the City with the completion of Overlook Parkway or C

Street. A qualitative and quantitative discussion of traffic is included in the DEIR on pages 3.11-96 through 3.11-104. Some areas will experience an increase in traffic within their localized area, while others will experience a decrease in their localized area. The model accounts for different routes for the same trip to account for driver behavior, but does consider efficiency of the trip. The same person with the same destination could select a different route. As an example, a vehicle trip originating from the eastern portion of Overlook Parkway may use Alessandro Boulevard and Arlington Avenue to access SR-91, while with implementation of either Scenarios 3 or 4 they would have the ability to access SR-91 via Overlook Parkway and Madison Street. The local traffic would shift to Overlook Parkway and Madison Street.

The effect of building C Street (i.e., Scenario 4) on 2011 (near-term) traffic is discussed on page 3.11-99. The effect of building C Street (i.e., Scenario 4) on 2035 (buildout) traffic is discussed on pages 3.11-102 through 3.11-103. The discussion does not specifically use the terminology “Greenbelt” in this section; though the Greenbelt is depicted elsewhere in the DEIR and is within the project vicinity considered for the traffic study area (see Figures 3.1-1 and 3.1-2).

Scenario 4, with the implementation of C Street, benefits the Greenbelt by focusing/directing traffic on the new route to minimize traffic impacts to other streets in the Greenbelt when buildout of the City under General Plan 2025 is considered. With the implementation of C Street, there is a more direct route to SR-91 for freeway access. Additionally, the analysis shows lower volumes on many streets in the Greenbelt, including portions of Victoria Avenue, Lincoln Avenue, Bradley Street, and Mary Street. (See discussion of cut-through traffic in the DEIR pages 3.11-96 through 3.11-104.) Scenarios 1 and 2 assume Overlook Parkway is not built by 2035 and therefore, traffic continues to find its way into the Greenbelt. Scenarios 3 does assume Overlook Parkway is built by 2035 but does not provide a way for traffic to get to the SR-91 so traffic will disperse using all routes including the Greenbelt routes.

Some commenters address the traffic volumes on Overlook Parkway. Based on its roadway classification, the maximum capacity for Overlook Parkway is 36,000 vehicles per day. The TIA prepared for this DEIR, Appendix J, found the following traffic volumes for Overlook Parkway for 2035 (buildout): Scenario 1: 1,400 to 3,900 daily vehicles; Scenario 2: 6,200 to 7,300 daily vehicles; Scenario 3: 16,600 to 16,900 daily vehicles; and Scenario 4: 20,100 to 21,900 daily vehicles. Based on this summary, all scenarios would be at a Level of Service A or B which is considered an acceptable operation and provides very good flow for vehicles. In response to concerns about traffic volumes and speeds on Overlook Parkway, it should be noted that the General Plan 2025 has the following policy:

Policy CCM-4.1 – Limit the Overlook Parkway completion over the arroyo to a two-lane roadway within a one-hundred-ten-foot right-of-way.

Overlook Parkway is designed to function as an arterial; however, the City has a toolbox of traffic calming measures that could be implemented to slow down motorists. For example, the General Plan 2025 Master Plan of Trails and Bikeways identifies Class II Bikeways along Overlook Parkway. Class II bikeways provide a restricted right-of-way on a roadway's shoulder designated for the exclusive or semi-exclusive use of bicycles. These connections would be

completed if either Scenario 3 or 4 is selected (see DEIR pages 3.11-172 through -173). Additionally, the design of the bridge and a narrowing of lanes in the near-term would help to slow vehicle speeds in this area (see Section 2.6.3b, page 2-26 of the DEIR).

The analysis evaluates traffic volume changes (increases and decreases) on other surrounding roadways for each scenario in both the Traffic Impact Assessment (TIA) – Appendix J in the Appendices and the DEIR. Refer to Figures 3.11-25a through 3.11-26b for a visual representation of the intersections that were quantitatively analyzed. This is also discussed qualitatively throughout the Section 3.11 – Transportation/Traffic of the DEIR. Several intersections along (and near) Hawarden Drive were analyzed as part of the study, and changes in traffic volumes can be compared for the different Scenarios in particular, intersections #23 (Mary Street and Hawarden Drive), and #24 (Hawarden Drive and Overlook Parkway). These intersections have of maximum LOS C and D respectively in the General Plan 2025. Under Scenarios 3 and 4, intersection #24 would have an LOS of E and F respectively in 2035 and would exceed its maximum LOS standard per the General Plan. Under the other scenarios, these intersections do not exceed acceptable LOS.

Currently at the intersection of Canyon Crest Drive and Alessandro Boulevard, there are a large number of vehicles that turn left from Canyon Crest Drive onto southbound Alessandro Boulevard; and conversely a large number of vehicles that turn right from northbound Alessandro Boulevard onto Canyon Crest Drive. Once Overlook Parkway is extended, many of these turning vehicles will utilize Overlook Parkway instead of turning. The analyses show that overall, there is projected to be little change in volumes on Canyon Crest Drive with the implementation of any of the 4 scenarios. The TIA (Appendix J of the DEIR) and the DEIR assumed that Madison Street would be 4 lanes north of Victoria Avenue at buildout, consistent with General Plan 2025. The DEIR does not provide an analysis of what the LOS would be if Madison Street were altered from its General Plan 2025 design. Currently, Madison Street is altered from that buildout design, with bulb outs and other temporary traffic calming measures under EP-007-967 approved by City Council on June 26, 2001. This was the Project to modify Madison Street between Lincoln and Victoria Avenues and between Evans Street and Indiana Avenue from a four lane street to a three lane street (one travel lane in each direction with a continuous center turn lane) for a distance of approximately 2,400 feet. Improvements included the construction of intermittent landscaped center medians and parkway planters. Since the improvements were designed to be temporary in nature no change to the Circulation and Community Mobility Element was required.

As noted in the DEIR (page 3.11-54 and Table 3.11-13), if Scenario 4 (2011) is implemented, intersections #5A (Madison Street at Victoria Avenue-North) and #5B (Madison Street at Victoria Avenue-South) would have an LOS of F and exceed the acceptable LOS of D under the General Plan 2025. In 2035, intersections #3 (Madison Street at Indiana Avenue), #5A (Madison Street at Victoria Avenue - north), and #5B (Madison Street at Victoria Avenue – south) would have an LOS F, F, and E respectively under Scenarios 1, 2, and 3 (pages 3.11-65, 3.11-69, and 3.11-73 and Tables 3.11-21, 3.11-23, and 3.11-25). Under Scenario 4 (2035), these three intersections would exceed the acceptable LOS as well intersection #4 (Madison at Lincoln Avenue). Intersection #4 would have an LOS of E under Scenario 4 (2035) (page 3.11-79 and Table 3.11-27). Mitigation measures include signaling intersections, split phasing,

modifying lane configurations, and adding turn lanes (Section 3.11.4.3 pages 3.11-108 through 3.11-140).

One of the Project objectives is to resolve “public safety concerns related to both emergency vehicle access and increased traffic volumes within residential neighborhoods associated with the gates on Green Orchard Place and Crystal View Terrace.” As previously detailed, the City aims to protect local roadways from vehicles that “cut through”. The City does value the safety of residents within all neighborhoods and maintains an active Neighborhood Traffic Management Program (detailed below).

The City, through the Department of Public Works, has an active Neighborhood Traffic Management Program to minimize and/or prevent intrusion of local cut-through traffic into residential neighborhoods, through traffic management and traffic calming strategies; and to improve the livability of neighborhoods through controlling the impacts of outside traffic. The strategies include speed control methods, parking restrictions, speed humps, pedestrian safety improvements, and sight obstruction elimination. This program would be used for any local street experiencing an increase in cut-through traffic, no matter the reason for the increase in traffic. Public safety is the utmost concern and serves as a primary factor in the application of traffic calming measures and traffic control devices. A description of the program has been included in Section 2.6, “Proposed Project,” as noted in the Errata. In addition, the City’s description of the Neighborhood Traffic Management Program has been included as Figure R-1 at the end of this section.

Requests from neighborhood residents are reviewed and evaluated, and data is collected. An analysis is conducted within 30 days of receipt of a request and an “Initial Options” category item is implemented. If the solution is not effective in resolving neighborhood traffic concerns, a traffic calming tool from the Secondary Options is implemented. Factors such as road width, alignment, and configuration may prevent the use of Secondary Solutions. Additionally, some of the solutions within this category may require consensus by a majority of neighborhood residents. There may also be a cost to residents.

Thus, while it was neither practical nor economically feasible to analyze every local street within the 7,500-acre Project vicinity, the DEIR fully analyzes potential traffic impacts to the most likely affected roadways, and the City reviews and implemented additional measures for local streets through the Neighborhood Traffic Management Program.

#9: Traffic Model / Growth Assumptions

Several commenters allege that the traffic model is incorrect or did not accurately capture the growth of the region in the future. However, the DEIR fully analyzed traffic impacts and growth assumptions, for the reasons detailed below.

As described in Section 3.11 – Transportation/Traffic of the DEIR (see Section 3.11.4a, Page 3.11-41) and the Traffic Impact Analysis (TIA) – Appendix J upon which it was based, results for the traffic analysis are based on traffic counts that are then validated by a computer model that was specifically developed for the Project.

The model is validated for the base year to determine its predictive ability to replicate observed (existing) traffic counts using the trip rates, speeds, roadway capacities, and other variables. If the model cannot produce traffic volumes similar to what is observed in the base year, then appropriate adjustments are made until the model is able to reasonably replicate current travel conditions in the area. A model that replicates existing conditions accurately is then assumed to be well able to assess future conditions. The model for this Project was validated to replicate existing, real world traffic counts that were conducted in 2011 for the Project, and therefore accurately assesses future conditions

The travel demand model was based upon the Riverside Countywide model (RivTAM); which in turn is based upon the Southern California Association of Governments (SCAG) travel demand model. These regional computer travel models always serve as the “parent” models for City level or sub-area level models because they contain the official growth forecasts for the County of Riverside and the southern California region. The future forecast year of the regional models is 2035. All travel demand models contain an “existing” scenario which replicates current conditions, and a future year scenario that is used for planning the future transportation system.

For 2035, the model contains the land uses, trip generation, mode split (auto, transit, bike, and walk trip types), and future roadway network as adopted within the SCAG (and RivTAM) model, and within the City the model was further refined to reflect a finer disaggregation of land uses as well as buildout of the Master Plan of Roadways, as shown in Figure CCM-4 in the City’s General Plan 2025.

CEQA does not require “crystal ball” prediction of future conditions. It requires that the Lead Agency engage in good faith analysis based upon substantial evidence and disclose that information, which is what the City has done in preparation of this DEIR. As detailed in Section 15144 of the CEQA Guidelines: “Drafting an EIR...necessarily involves some degree of forecasting. While foreseeing the unforeseeable is not possible, an agency must use its best efforts to find out and disclose all that it reasonably can.”

#10: Policy Consistency

Appendix H (Land Use Consistency Table) of the DEIR provides a consistency analysis of the proposed Project with relevant policies and objectives in the General Plan 2025 and neighborhood plans. An EIR is an informational document and the policy consistency analysis is provided to inform the public of a Project’s environmental impacts where *potential* policy inconsistencies are identified. General Plan policies, unlike municipal ordinances, are subjective, and therefore, subject to interpretation. The ultimate determination of whether a scenario is consistent with policy direction found in the City’s General Plan 2025 lies within the discretion of the decision-making body (City of Riverside City Council) for this Project.

#11: Grade Separation on Madison Street

Several commenters requested additional information in the DEIR about delays on Madison Street due to the trains. As stated in the staff report prepared for the City Planning Commission meeting (see Attachment C), the model runs and TIA (Appendix J) prepared for the DEIR did

not assume separated grade crossings at railroads as it took a more conservative approach to the analysis. Travel demand models, as used in the DEIR analysis are not sensitive to grade separations, and thus were not considered in the TIA. Stated another way, the TIA prepared for the Project provides an analysis of how specific intersections and links in the network perform in the near-term and buildout under the scenarios. Similar to comments about traffic calming measures (which are addressed through the City's Neighborhood Traffic Management Program discussed in #8 above), any analysis or changes related an at-grade crossing are operational issues that are addressed by the Department of Public Works in their ongoing process to improve the system. Therefore, to address questions raised about operational issues related to a grade crossing on Madison Street, the City's Public Works Department prepared a report in July 2013 titled "BNSF At-Grade Railroad Crossing Queue Study at Madison Street and Washington Street" which is included as Attachment D.

The "BNSF At-Grade Railroad Crossing Queue Study at Madison Street and Washington Street" used the TIA and another report titled "Grade Separation Priority Update Study for Alameda Corridor East (Riverside County)" to determine morning and evening peak hour queues at the railroad crossings for the existing and 2035 build-out conditions. This report can be accessed online at: http://rctc.org/uploads/media_items/rctc-gradecrossingpriorityreport-final-withappendix-040612.original.pdf and is available for review at the City of Riverside. As discussed in this study, the queuing conditions are the result of buildout of the City and are not dependent on the roadway connections analyzed in the DEIR. At the both the Madison Street and Washington Street railroad crossing, the number of trains is expected to double by Year 2035 and thus the daily gate down time will more than double.

At the Madison Street crossing, vehicle queues are projected to exceed the roadway capacity in the existing PM peak hours under Scenarios 1 and 4; in the Year 2035 PM peak hours under all scenarios; and in the Year 2035 AM peak hours under Scenario 4. Scenario 4 is projected to generate the longest queues and would exceed queuing capacity in the southbound direction under Scenarios 1 and 4 in the PM peak hour if multiple freight trains arrive under existing conditions. In the Year 2035, the queuing capacity in the southbound direction is projected to exceed under all scenarios in the PM peak hour if multiple freight trains arrive. The traffic would queue on Indiana Avenue and/or Madison Street north of Indiana Avenue.

At the Washington Street railroad crossing, vehicle queues exceed the roadway capacity in the existing and Year 2035 AM and PM peak hours under all scenarios, mainly due to the shorter storage length. The number of trains and gate down time is the same as at Madison Street. Scenario 3 is projected to generate longest queues under the year 2035 conditions. Northbound queues under all scenarios could be accommodated for existing and Year 2035 conditions. The queuing capacity in the southbound direction is projected to exceed the available storage length under all scenarios for both the existing and Year 2035 conditions. The traffic would queue on the westbound dedicated left turn and two-way left turn lane and/or the #2 eastbound through lane on Indiana Avenue. No new significant and unavoidable impacts were identified, nor would there be a substantial increase in impacts from those identified in the DEIR. As stated in the conclusion of this report (see page 12 of Appendix D), because the delays caused by queuing are intermittent and short-term in nature, and exist regardless of the Project under both current and buildout conditions, and because the

likelihood of multiple trains arriving concurrently is variable and low, queuing impacts are considered less than significant. For a complete description of the conditions for each scenario, please refer to Appendix D.

Adams Street/Auto Center Drive would be an extremely expensive grade separation project due to right-of-way acquisition and the ensuing impacts to the Auto Center businesses.

#12: Agricultural/Citrus Groves West of Washington Street

Scenario 4 includes Proposed “C” Street which would be located in the northeastern portion of the Greenbelt. A comment has been raised about the City’s citrus groves within the proposed alignment for Proposed “C” Street, specifically an orange grove at the corner of Washington Street and Victoria Avenue. The relation of the Greenbelt to protections in Measure R and Proposition C is discussed above in Response #7. The DEIR discusses the potential impacts to agriculture from the proposed project due to the location of farmland in the alignment for the Proposed “C” Street. Consistent with CEQA, the DEIR evaluated impacts based on the state Farmland Mapping and Monitoring Program categories and definitions of ‘agricultural land’. In accordance with the CEQA thresholds, the DEIR concludes that Proposed “C” Street would not directly or indirectly convert the surrounding agricultural operations to a non-agricultural use. The basis for this conclusion was impacts to farmland, when compared to the total acres within the Greenbelt, would be less than one percent. This response is intended to further explain the historic nature of the citrus grove in this agricultural area in response to public concern.

Available records and public archives including historical aerials were reviewed by the City. The books and materials reviewed (with the exception of the Brandon manuscript which is at UC Riverside Rivera Library) are on file at the City of Riverside Community Development Department. The Arlington Heights citrus groves within the project area have been previously well documented by the California Citrus Heritage Recording Project survey, HAER CA-118, which included the Arlington Heights Citrus Landscape survey (HAER CA-119) and the Gage Irrigation Canal Survey (HAER CA-120). The groves that would be affected by the proposed alignment are part of the old Arlington Heights citrus groves. They are shown to be extant within the Western Survey Area in historic aerial photographs dating to 1938, 1948 and 1967, and so are at least 75 years old. In the proposed alignment there are several areas that are either bare or have very small trees in one or more of the photographs, apparently indicating replacement of old trees. Also, by 1967 a small portion of the groves were either fallow or had been allowed to die. The following provides a summary for the groves and their potential for listing on the California Register of Historical Resources.

The citrus groves within the proposed alignment are representative of the development of the citrus industry in Riverside are eligible for inclusion in the California Register of Historical Resources CEQA Criterion 1: They are associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage, in this case the development of Riverside as a major agricultural producer in the late 1800s and 1900s, as discussed in the DEIR, Section 3.4.2, Environmental Setting and the Cultural Resources Report (Appendix E to the DEIR). The citrus industry was very important in the development of Riverside. The first orange trees were planted in 1871, and by 1882 a quarter of a million orange trees had been planted in the area. To supply water to the citrus groves, several canal

systems, such as the Gage and Riverside canals, were built. In 1895, the City was the wealthiest city per capita in the United States due to the citrus industry, which expanded rapidly due to the development of refrigerated railroad cars and innovative irrigation systems. Their eligibility for inclusion in the CRHR makes them significant historical resources under CEQA.

However, the groves are not eligible for listing under Criteria 2 through 4. The groves could not be associated with a specific person important to our past, and so are not eligible under Criterion 2. The groves do not embody the distinctive characteristics of a type, period, construction, and it does not represent the work of an important creative individual, possesses high artistic values, thus are not eligible under Criterion 3. The groves are not eligible under Criterion 4; they have not yielded, and are not likely to yield, information important in prehistory or history.

The groves are also eligible for City of Riverside Landmark designation under criterion A, as they exemplify a special element of the City's cultural, social, and economic history: in this case the development of an important citrus industry in Riverside. They are also eligible under criterion B in that they are identified with events significant to local history, in this case the rise of the citrus industry and associated economic development of Riverside.

However, the groves are not eligible under Criteria C through H for these reasons. The groves are not eligible under criterion C, as they do not embody distinctive characteristics of a style, type, period, or method of construction, and are not a valuable example of the use of indigenous material or craftsmanship. The groves are not eligible under criterion D as they do not represent the work of a notable builder, designer, architect, or important creative individual. The groves are not eligible under criterion E. Not being a built structure, they do not embody elements that possess high artistic values or represent significant structural or architectural achievement or innovation. The groves are eligible under criterion F, They do represent a significant geographical associated with a different era of settlement and growth, in this case the development and growth of the citrus industry in Riverside. The groves are not eligible under criterion G. They do not represent one of the few remaining examples in the City, region, state, or nation possessing distinguishing characteristics of an architectural or historical type or specimen. The groves are not eligible under Criterion H; they have not yielded, and are not likely to yield, information important in prehistory or history.

Given the eligibility for listing of the groves for their role in the citrus industry (California Register of Historical Resources CEQA Criterion 1 and City of Riverside Landmark designation under criterion A), it is recommended that any changes to the groves be avoided if feasible. In response to concern expressed by members of the public, City engineers reviewed the alignment for the Proposed "C" Street and determined that the proposed alignment can be adjusted in the area of the citrus groves (Proposed "C" Street – Design B). An alternate route in this area would avoid the citrus groves as discussed in Section 3.1 of the Errata to the Final EIR, which states: "City engineers reviewed the alignment for the Proposed "C" Street and determined that the proposed alignment could be adjusted in the area of the citrus groves."

A public concern was also raised about the potential for artifacts related to Chinese workers in the area of the Madison Avenue and Victoria Avenue. Again, available records and public archives including historical arials were reviewed by the City and are on file at the City of

Riverside Community Development Department. In this area, a packing house and support buildings existed, including the Prenda Packing House. It was determined that the structures likely housed Chinese laborers given the presence of Chinese laborers in the late 1800s; however, no definitive references have been uncovered regarding Chinese labor for the Gage Canal near the project area. Both the Prenda site and the hill above Madison Avenue, except for the very lowest slope area, are outside the proposed alignment and therefore no artifacts related to Chinese workers are expected. If, however, they are inadvertently discovered during construction, implementation of MM-CUL-2 would reduce the impact to these finds.

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#13: Emergency Access and Response Times and Concerns about Crime and Safety

Emergency service providers were contacted as part of the DEIR process. Section 3.11 – Transportation/Traffic of the DEIR includes a discussion about changes in response times based on the roadway connections under the scenarios. To summarize, the emergency service providers stated that with Overlook Parkway completed, first responders would have a shorter, more direct route. In addition, depending on location of the call, responders would be traveling on an arterial street which would also decrease response time (see DEIR pages 3.11-163 through 3.11-167).

Under Scenario 1, although both the police and fire departments have keys to unlock the gates on Crystal View Terrace and Green Orchard Place, this process has added a 30–60 seconds to their response times. In addition, unauthorized use, tampering with, or vandalizing of the gates has the potential to further impede the ability of police and fire personnel to efficiently unlock and proceed through the gates.

If the gates at these roads were to permanently remain in place, physical barriers would remain in place that could contribute to the higher response times for emergency responders. The DEIR concludes that because Scenario 1 would keep the gates closed, thus adding a physical barrier to emergency access, impacts would be considered significant and would require mitigation.

Under Scenario 2, the Police and Fire Department response times to the Project vicinity would not be adversely affected if there is no physical barrier in place. Because physical barriers such as the gates on Crystal View Terrace and Green Orchard Place increase response times for fire personnel by 30–60 seconds, permanent removal of the gates could improve response times. Impacts to emergency response times would be less than significant.

Under Scenario 3, the improved response times from removal of the gates would also occur. Additionally, If Overlook Parkway were connected easterly (between Alessandro Boulevard and Washington Street), one of the primary responders to the Project vicinity (Mission Grove Fire Station 9), located at 6674 Alessandro Boulevard, would be able to respond more quickly to emergencies near the eastern portion of the City. Similarly, on-duty police officers traveling to their areas of responsibility would also have a more efficient alternative route to use in responding to calls. Impacts would therefore be less than significant.

Implementation of Scenario 4 would improve the response times as it would increase road access to and within the Project vicinity. For the reasons discussed above under Scenario 3, impacts associated with Scenario 4 would be less than significant.

Several commenters expressed concern about increases in crime, gang activity, vandalism, and litter related to opening the gates or connecting planned roadways. Although not an environmental issue under CEQA, the Riverside Police Department reviewed crime statistics in the vicinity of Overlook Parkway in response to this concern. A four year comparison of Part I and Part II Crimes in the Overlook Parkway area revealed that overall crime was reduced with the gates opened. According to the Riverside Police Department, the ability for police to patrol the area more freely with the gates opened may be one reason for the reduced crime. Another reason for the reduced crime is the ability for the neighbors to move about more freely within the neighborhood.

The specific area reviewed and a summary report for reported crime for the calendar years 2009, 2010, 2011 and 2012 is provided as Figures R-2 and R-3 at the end of this section. In December 2010 the gates remained open on Green Orchard Place and Crystal View Terrace. Therefore, the summary shows any crime changes from the two years before and two years after this event. The information provided by the Police Department is classified crime only, which means a report had to be written and processed for these incidents to appear in this

summary. This information does not include all police calls for service or other police activity. According to the Riverside Police Department: “the City of Riverside (overall) saw a decrease in crime in 2011 and then an increase in 2012, just as this data for the requested area shows.” Therefore, based on these results and a review of the Project by the Riverside Police Department, it is expected that if Overlook Parkway is connected between Alessandro Boulevard and Washington Street that crime would be reduced much in the same way that it was reduced when the gates were opened on Crystal View Terrace and Green Orchard Place.

At some locations in the vicinity of the proposed project, there are projected increases in vehicular volumes. Where there are more vehicles, there is the potential for more conflicts between vehicles and other travel modes such as pedestrians, equestrians and bicyclists. There are also projected decreases in vehicular volumes that could reduce conflicts. Although comments were received that indicate roadway connections could increase safety risks to children, pedestrians, cyclists, equestrians, and other drivers, all improvements are proposed in accordance with existing design standards and would not introduce hazardous design elements, such as sharp curves, or increase safety hazards. Sight-lines along the roadway connections are not impeded, and the City traffic engineers did not identify problems with visibility in the area. Speed limits are planned in accordance with standard street design criteria, and no new significant impacts would occur. Any project-related improvements or mitigations would be designed to current standards. In addition, the City has the ability to add or widen sidewalks, crosswalks (at stop-controlled and signalized intersections), and bicycle lanes to accommodate the other travel modes in a safe manner and also responds to design elements and circulation conditions through the Neighborhood Traffic Management Program.

In regards to any potential increases in litter as a result of new roadways or planned connections, there is no evidence about the volume of littering and it is speculative to assume that instances of littering would increase. The Project is not proposing new uses that would introduce new sources of litter under any of the scenarios. Traffic volumes would be within the design capacity and acceptable level of service for Overlook Parkway. Because there would not be new sources of trash, it is expected that there would not be an increase over existing conditions. In addition, as noted above, the connection of roadways under Scenarios 3 and 4 provides access and facilitates more efficient response routes that could contribute to a reduced response time and an overall reduction in criminal activity.

REFERENCE:

Riverside Police Department

2013 2009-2012 Comparison, personal communication with Traci Dosé, Supervising Crime Analyst, June 20, 2013.

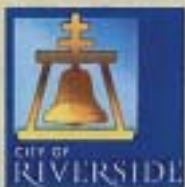
#14: Traffic Signal Design along Victoria Avenue

Several commenters indicated that signalizing Victoria Avenue would affect the historic character of the street. The DEIR, pages 3.4-10 and 3.4-15, discusses and acknowledges the historical importance of Victoria Avenue. The potential impacts at the intersection of Victoria

Avenue and Washington Street and at the intersection of Victoria Avenue and Madison Street are discussed in the DEIR pages 3.4-18 and -19. The improvements, including installation of traffic lights at all four corners, required for the implementation of Scenario 4 would constitute a substantial adverse change to the intersection of Victoria Avenue and Washington Street. Page 3.4-19 of the DEIR discusses off-site improvements, including those at the intersection of Victoria Avenue and Washington Street, and concludes that such impacts would be significant. The Traffic Impact Analysis prepared for the Project indicates that improvements such as signalizing intersections or adding turn lanes are needed at key intersections to accommodate flows. Accordingly, the DEIR states that mitigation measure CUL-1 would be imposed to help mitigate for those off-site improvements if implemented. CUL-1 includes sensitive design measures such as low profile signals or signals suspended on wires, low asphalt curbs, and salvaging plants to be impacted. However, that mitigation would not reduce the impact to below a level of significance. The DEIR acknowledges that the impacts to Victoria Avenue are significant and unavoidable (see DEIR page 3.4-21).

2.3.2 Responses to Comments

Attachment C provides comment letters and responses. Letters received during the public review period are arranged by commenter type, with agency comments first, organization comments second, and individual comments third. Each comment letter is assigned an alphabetic letter and each comment is assigned a number. Letters are generally listed in alphabetical order, except where letters were received later. In some cases, similar or duplicate letters from the same author are grouped together.



City of Arts & Innovation

PUBLIC WORKS DEPARTMENT

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM
Public Works Department
Traffic Engineering Section

Purpose:

The City strives to improve the livability of neighborhoods by controlling the impacts of outside traffic influences on residential streets. Working in partnership with residents, the City aims to enhance safety in neighborhoods by determining and implementing the most appropriate traffic calming measures. This process involves a comprehensive evaluation of entire neighborhoods to assess the situation, determine the right solution and ensure traffic problems are not moved from one street onto another. Impacts to public safety are of the utmost concern and will serve as a primary factor in the application of traffic calming measures and traffic control devices.

Process:

Requests will be reviewed and evaluated to assess the situation and develop solutions to address the concern. To assist in this process, data will be collected to ensure the most appropriate measures and devices are utilized and to determine the resulting effectiveness.

Within thirty (30) days of receipt of a request, an analysis will be conducted. The most advantageous solution will be implemented from the *Initial Options* category.

Should further analysis show the solution is not effective in resolving neighborhood traffic concerns, an additional traffic calming tool from the *Initial* or *Secondary Options* may be considered. Factors such as road width, alignment, and configuration may prevent the use of *Secondary Solutions*. Additionally, some of the solutions within this category may require consensus by a majority of neighborhood residents.



FIGURE R-1
Neighborhood Traffic Management Program

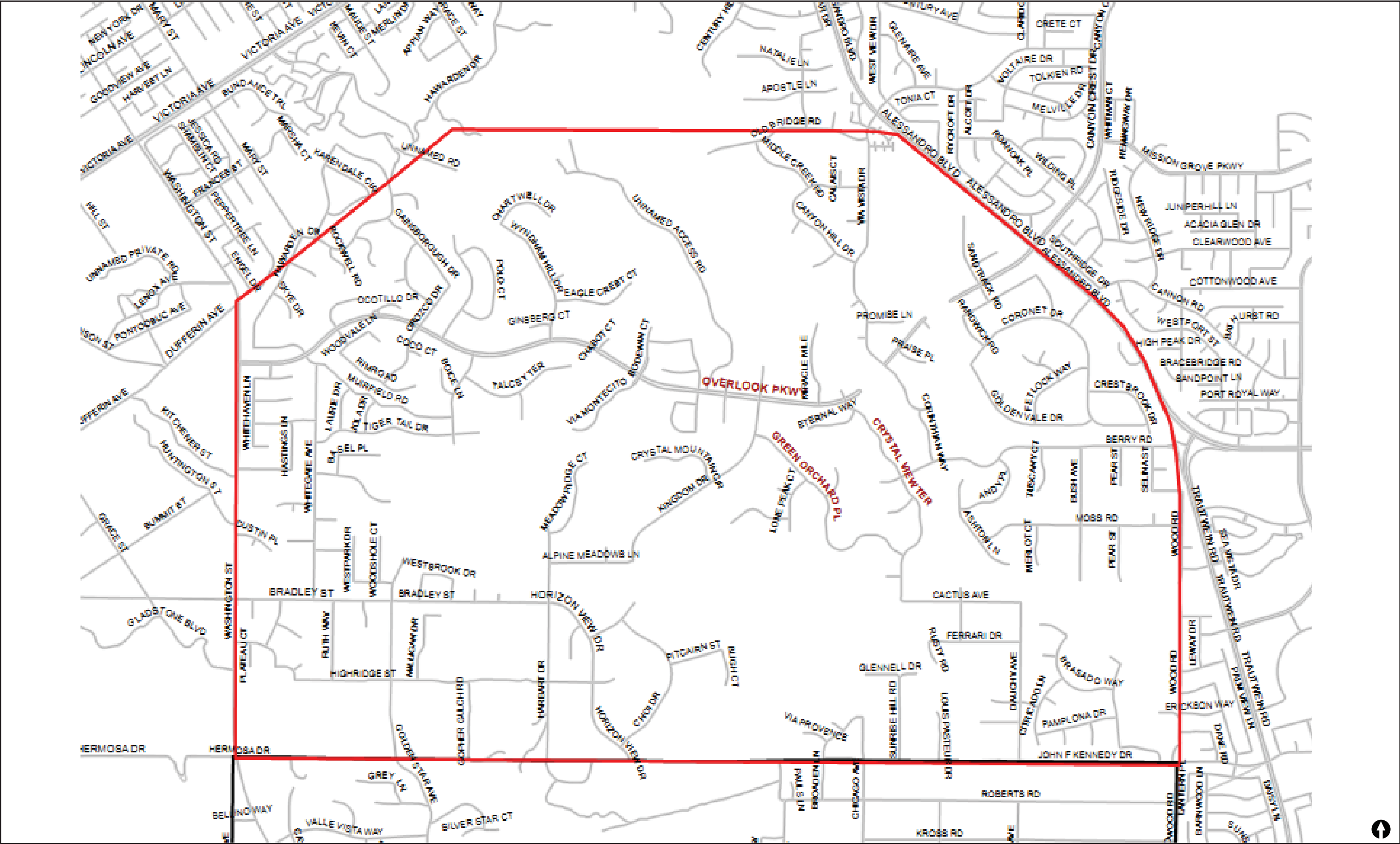


FIGURE R-2
Overlook Vicinity

REPORTED CRIME SUMMARY
Overlook Vicinity (see map for boundaries)
Grouped by Year: 2009 - 2012

PART I CRIMES		UCR Code	2009	2010	2011	2012
CRIMINAL HOMICIDE		01				
FORCIBLE RAPE		02			1	2
ROBBERY		03	2			1
AGGRAVATED ASSAULT		04	1	3	1	2
BURGLARY		05	23	34	23	26
LARCENY-THEFT		06	69	54	29	43
MOTOR VEHICLE THEFT		07	13	7	4	4
ARSON		08				
PART I CRIMES TOTAL			108	98	58	78
PART II CRIMES		UCR Code	2009	2010	2011	2012
OTHER ASSAULTS (Simple Assaults; Assault & Battery)		09	16	18	4	8
FORGERY/COUNTERFEITING		10	3	6	1	8
FRAUD		11	7	11	7	6
EMBEZZLEMENT		12			1	
STOLEN PROPERTY (Possession/Buy/Receiving)		13			1	
VANDALISM		14	11	17	16	12
WEAPONS (Carrying/Possessing)		15	1	2	1	1
PROSTITUTION AND COMMERCIALIZED VICE		16				
SEX OFFENSES (Indecent Exposure; etc.)		17	1			1
DRUG ABUSE VIOLATIONS		18	1	5	5	3
GAMBLING		19				
OFFENSES AGAINST THE FAMILY/CHILDREN		20	5	6	6	3
DRIVING UNDER THE INFLUENCE		21	5	10	12	10
LIQUOR LAWS		22	1			
DRUNKENNESS		23	1			
DISORDERLY CONDUCT		24	6	9	1	1
VAGRANCY		25				
ALL OTHER OFFENSES (Trespass/Municipal Code Violation/etc.)		26	3	11	10	8
SUSPICION		27				3
CURFEW/LOITERING LAWS		28				
RUNAWAYS (Persons under 18)		29	44	5	1	
PART II CRIMES TOTAL			105	100	66	64
"OTHER" CRIME ACTIVITY		UCR Code	2009	2010	2011	2012
MISC. CLASSIFIED CFS: Ex: Found Property, GTA Recovery, Missing Person, Misc Inc.		00	99	81	40	74
MOTOR VEHICLE CODES		99	1	2	14	26
"OTHER" CRIME TOTAL			100	83	54	100
REPORTED CRIME SUMMARIZATION			2009	2010	2011	2012
TOTAL PART I CRIMES			108	98	58	78
TOTAL PART II CRIMES			105	100	66	64
TOTAL "OTHER" CRIME			100	83	54	100
GRAND TOTAL OF REPORTED CRIME			313	281	178	242

Source database is being continuously
updated. Data represents what is available at
date/time of publication
Page 1 of 1

RPD/CAU/ CL: 06/20/2013
DataSource: Arcmap

Spec Req
Planning: D. Jenkins

FIGURE R-3
Reported Crime Summary 2009-2013

3.0 Errata to DEIR

This FEIR contains corrections, errata, and additions to the information contained in the DEIR. These changes do not constitute “significant new information” pursuant to State CEQA Guidelines Section 15088.5 because they do not change the Project impacts and/or mitigation measures such that new or more severe environmental impacts result from the Project. Such items are sometimes added as a result of comments received from responsible agencies or other commenters, changes in the existing conditions at the site, revised public policies since the DEIR was written, and/or minor corrections or clarifications. The additional information merely “clarifies or amplifies or makes insignificant modifications” in the already adequate DEIR, as is permitted by State CEQA Guidelines Section 15088.5(b). In one case, impacts have been reduced in response to public concern. As provided in State CEQA Guidelines Section 15088(c), responses to comments may take the form of a revision to a DEIR or may be a separate section in the FEIR. This section complies with the latter and provides changes to the DEIR in revision-mode text, i.e., deletions are shown with strikethrough text (~~example text~~) and additions are shown with underline text (example text). These notations are meant to provide clarification, corrections, or minor revisions as needed as a result of public comments or because of changes in the Project since the release of the DEIR as required by State CEQA Guidelines Section 15132. None of the corrections and additions constitute significant new information or substantial Project changes requiring recirculation, as defined by State CEQA Guidelines Section 15088.5. The following summary will present the location and types of additions and changes or corrections made within each section of the FEIR since the DEIR was published which the City, as lead agency, has considered.

3.1 Clarification and Revisions as a Result of Comments Regarding the Proposed “C” Street Under Scenario 4

As a result of comments received concerning the Proposed “C” Street, additional analysis has been prepared for an alternate alignment called Proposed “C” Street – Design B edits and additions are presented for specific issues and project components as described below for the new design. No new significant environmental effects have been identified for the Project, and the severity of environmental impacts would not be increased. Revisions are intended to provide additional clarification and more stringent measures to avoid and reduce impacts, and do not constitute significant changes to the project or environmental setting.

Public comments were received during the public review period expressing concern about the alignment of Proposed “C” Street in relation to the City’s citrus groves, specifically an orange grove at the corner of Washington Street and Victoria Avenue. In response to the concern expressed by members of the public, City engineers reviewed an alternate alignment (Proposed “C” Street – Design B) for the Proposed “C” Street and determined that the proposed alignment can be adjusted in the area of the citrus groves. Adjusting the route in this select area would avoid the citrus groves. As discussed in Master Response #12, the groves in question are a portion of the old Arlington Heights citrus groves shown extant with the Western Survey Area in historic aerial photographs. In response to this concern, City


engineers reviewed the alignment for the Proposed “C” Street and determined that the proposed alignment could be adjusted in the area of the citrus groves.

As shown in Figure R-4, the Proposed “C” Street – Design B has been modified along an approximately 300-foot segment such that would no longer cut through a portion of the citrus groves, and would instead pass to the south. As re-designed, the new “C” Street would have an 88-foot right of way instead of 100-feet. The proposed improvements would include two 12-foot travel lanes as well as an 8-foot shoulder in each direction, for a total of 64 feet of paving at ultimate build-out within the 88-foot ROW. The retaining wall required for construction of the new alignment would be 16 feet in height at the highest point and approximately 550 feet in length. Similar to the proposed Project, the proposed improvements for the modified alignment would not change the City’s standards related to design and safety standards, and would also not affect implementation of the Neighborhood Traffic Management Program. The modification of the alignment of Proposed “C” Street – Design B and corresponding environmental issues are discussed below.

The Project Description was also modified relative to roadway design and transportation-related items for Proposed “C” Street – Design B. A description of the City’s Neighborhood Traffic Management Program was added. Although the project would not change or affect implementation of this program, information was added in order to address comments on specific operational concerns and traffic calming improvements. Certain improvements would be considered and implemented on a case by case basis and are not a part of the proposed Project. The second addresses the City’s “Interim Street Improvement Policy.” As discussed above, the design of Proposed “C” Street – Design B has been revised to minimize the area of pavement, ROW, and other features similar to the design of other roadways in the Greenbelt. The third provides for additional flexibility in implementing low-impact design in and near Victoria Avenue and where possible, to maintain existing conditions and where changes are proposed, to use treatments and materials similar to those in place. The final modification clarifies that the timing and phasing of roadway construction would be included in contract documents for construction contractors.



Proposed "C" Street – Design B

 Proposed "C" Street

 Roadways

 ROW

 Vacated Roads

 Proposed "C" Street – Design A



FIGURE R-4

Proposed "C" Street – Design B

The following proposed changes to the DEIR are only needed should the City Council choose Scenario 4 and Proposed “C” Street – Design B.

Entire DEIR

Throughout the entire DEIR references to the proposed “C” Street are in regard to Proposed “C” Street – Design A where the analysis provided here refers to Proposed “C” Street – Design B.

Project Description

- Section 2.1 “Project Overview,” page 2-2 — The following sentence would be added to the description of Scenario 4: The proposed alignment would include four lanes of travel, within an 88-foot right-of-way.
- Section 2.6 “Proposed Project,” page 2-18 — In some cases, new or widened roadways divert traffic from Local Streets to Arterial Streets that are designed for a high capacity of vehicles during peak operating hours. Therefore, even though none of the scenarios associated with the Project would generate trips in the sense that typical residential/commercial projects do, they do have the potential to redistribute and attract trips. Although the proposed Project involves the redistribution of traffic, the proposed scenarios would also not affect implementation of the City’s Neighborhood Traffic Management Program. The City, through the Department of Public Works, has an active Neighborhood Traffic Management Program to minimize and/or prevent intrusion of local cut-through traffic into residential neighborhoods, through traffic management and traffic calming strategies; and to improve the livability of neighborhoods through controlling the impacts of outside traffic. Public safety is the utmost concern and serves as a primary factor in the application of traffic calming measures and traffic control devices.
- Section 2.6.4 Scenario 4 “Overview,” page 2-36 – The design and location of this scenario is intended to redirect some vehicles trips from Washington Street and Dufferin Avenue to a new roadway. In addition, the revised Proposed “C” Street – Design B has been designed to reflect the City’s 1980 “Interim Street Improvement Policy.” This policy is primarily applied to private development for areas zoned RA-Residential Agricultural, but is being considered in the revised design for Proposed “C” Street – Design B. Consistent with this policy, the roadway would be 24 feet of paving plus an eight-foot graded shoulder with street trees and street lights at intersections that would be of a similar type, spacing, and design as those in the Greenbelt. Minimizing the area of pavement, right-of-way, and installing features similar in design to other roadways within the Greenbelt is proposed in order to maintain the character of roadways in the Greenbelt.
- Section 2.6.4, Scenario 4 “Project Components,” page 2-36 - The ultimate design for Proposed “C” Street – Design B includes four 12-foot lanes of travel, and therefore, would necessitate the following improvements to the existing intersection: the existing four-way stop controlled intersection would be signalized, and crosswalks would be

added on the western segment of Victoria Avenue. The existing median would be extended to allow for a trail that would be placed within the median as a crosswalk. ~~The trail would be constructed of color-matched concrete, paver stones, or flat rocks embedded in concrete mortar.~~ The final design of all improvements would comply with American with Disability Act standards. No curbs or turn pockets are proposed.

- Section 2.6.4, Scenario 4 “Project Components,” page 2-41 - ~~Landscaping in the median of the Proposed C Street would be done with drought-tolerant native plant or tree species. A water-efficient irrigation system would be installed within the median of the Proposed C Street.~~ The City would vacate the existing right-of-way in select sections where cul-de-sacs and other improvements are proposed. Vacating the right-of-way involves removing pavement and all traffic devices within developed, paved areas.
- Section 2.6.4, Scenario 4 “Project Components,” page 2-41 - Due to the reduced ROW, ~~the~~ The total area of permanent and temporary impacts for the Proposed “C” Street – Design B is 13.21~~19.54~~ acres (Western PIA).
- Section 2.6.4, Scenario 4 “Construction Schedule and Equipment,” page 2-45 – The process to remove the gates would be conducted as part of routine City maintenance procedures. The gates would be removed upon completion of Overlook Parkway. Construction of Proposed “C” Street – Design B west of Washington Street would not be permitted to occur until the fill crossing and bridge construction is complete. The timing and phasing of roadway improvements, and the requirement for the fill crossing and bridge construction to be completed prior to Proposed “C” Street – Design B implementation, would be included as a requirement in the contract documents for the construction contractors.

Air Quality

Based on the clarification to the construction schedule, corresponding edits were made to the Air Quality section as follows:

Section 3.2.5.1(a) Scenario 3, page 3.2-21 – “Construction activities would also occur west of Washington Street. This construction ~~is not anticipated would not be permitted~~ to occur at the same time as the fill crossing and bridge construction.”

Environmental Analysis

Below is a brief summary of any revised impacts that would occur due to the realignment of the Proposed “C” Street – Design B and reduced roadway width and components. As detailed, impacts would be similar to those for the Proposed “C” Street – Design A.

Agricultural Resources

Issues 1 and 3: Farmland Conversion

The revised alignment would impact approximately the same total amount of Farmland Mapping and Monitoring Program (FMMP) Important Farmland. However, as shown in the

table below, the revised alignment would not impact any Prime Farmland and no mitigation would be required; thus, direct impacts to agricultural resources would be **reduced** compared to the original alignment.

REVISIONS TO TABLE 3.1-2 IMPACTS TO FMMP DESIGNATED FARMLAND & FARMLAND OF LOCAL IMPORTANCE UNDER SCENARIO 4		
FMMP Category	Original Alignment (acre)	Revised Alignment (acre)
Prime	1.72	0
Statewide Importance	0	0
Unique	2.11	4.14
Local Importance	7.90	6.60
Other	0	0.33
Urban and Built Up Land	0	0.60
Total	11.73	11.67

With respect to indirect (secondary) impacts, as analyzed in the DEIR, the Proposed “C” Street – Design B would not add trips but would redistribute traffic (and its associated secondary impacts) that already occur on the existing roadways in this area. The revised alignment avoids the citrus groves as discussed above relative to direct impacts; but the revised alignment would not introduce new sensitive uses or preclude or conflict with the agricultural operations in this area. Nor would the existing agricultural operations cause public safety impacts for future motorists/cyclists/pedestrians that use the Proposed “C” Street – Design B. Overall, indirect (secondary) impacts associated with the revised alignment would be **similar** to those previously analyzed.

Issue 2: Conflict with Zoning or Williamson Act Contract

Implementation of Proposed “C” Street – Design B would not indirectly result in the rezoning of any land within the Project vicinity. With respect to Williamson Act Contract lands, there are four parcels under Williamson Act Contract within the Project vicinity. The Proposed “C” Street – Design B would be located north and northeast of the parcels under contract. None of the existing contracts would be affected with the implementation of this design, either directly due to roadway alignment, or indirectly due to an increase in traffic that has been estimated for those roadways adjacent to the contracted parcels. Overall, impacts associated with the revised alignment would be **similar** to those previously analyzed.

Air Quality

Issue 1: Air Quality Plan Implementation

Similar to the Proposed “C” Street – Design A, the Design B would not alter land use designations or affect SCAG growth assumptions. Therefore, Scenario 4 would not interfere with the 2007 AQMP, and no impact would result. Therefore, impacts associated with the revised alignment would be **similar** to those previously analyzed.

Issues 2 and 3: Air Quality Violations/Pollutant Emissions

Construction Emissions

The revised alignment for the Proposed “C” Street – Design B would reduce the roadway width but would involve construction of a retaining wall along a limited segment; different grading quantities and would alter the construction emissions that were previously analyzed. Emissions were remodeled using the updated CalEEMod computer program (Version 2013.2.1) which contains updated construction equipment emissions factors. (As a note: emissions for the revised alignment were calculated with the updated version of CalEEMod; therefore, emissions for other scenarios were also recalculated for consistency, and it was determined that emissions would be the same or lower than those previously analyzed.) It is anticipated that these construction activities would last up to three months and would require the grading of a maximum of 13.21 acres for the Proposed “C” Street – Design B. The table below summarizes the phases of construction, the equipment required for each task, and the default horsepower and load factor for each piece of equipment. It was assumed that each piece of equipment would operate eight hours per day and for five days per week.

REVISIONS TO TABLE 3.2-6 CONSTRUCTION EQUIPMENT PARAMETERS FOR THE PROPOSED C STREET – DESIGN B			
Phase and Length (days)	Equipment	Horsepower	Load Factor
Grading (60)	2 Excavators	162	0.38
	1 Grader	174	0.41
	1 Rubber Tired Dozer	255	0.40
	2 Scrapers	361	0.48
	2 Tractors/Loaders/Backhoes	97	0.37
Paving (30)	1 Paver	125	0.42
	1 Paving Equipment	130	0.36
	1 Roller	80	0.38

It was also assumed that hauling would be required to remove the existing asphalt from the vacated roads. Assuming a worst-case maximum of 1.54 acres of pavement, a pavement thickness of 6 inches, and a truck capacity of 15 cubic yards, it was calculated that a total of 83 hauling trips would be required. These trips were distributed over one work week period. Below is a summary of worst-case construction emissions for the revised alignment, including total projected construction maximum daily emission levels for each criteria pollutant.

REVISIONS TO TABLE 3.2-7 SUMMARY OF WORST-CASE CONSTRUCTION EMISSIONS FOR THE PROPOSED C STREET (pounds/day)		
Pollutant	Year 2013 (pounds/day)	SCAQMD Significance Threshold (pounds/day)
ROG	7.32	75
NO _x	80.93	100
CO	53.05	550
SO _x ¹	0.06	150
PM ₁₀ Dust	8.90	--
PM ₁₀ Exhaust	3.88	--
PM ₁₀	12.78	150
PM _{2.5} Dust	3.66	--
PM _{2.5} Exhaust	3.57	--
PM _{2.5}	7.23	55

¹Emissions calculated by CalEEMod are for SO₂.

The level of maximum daily construction emissions is projected to be less than the applicable thresholds for all criteria pollutants. Direct construction air emission impacts for the revised alignment (under Scenario 4) would be less than significant and **similar** to those of the original alignment.

Operational Emissions

The operational emissions associated with Proposed “C” Street – Design A at buildout were less than the SCAQMD significance thresholds and were determined to be less than significant. The operational emissions associated with revised alignment for the Proposed “C” Street – Design B would be similar as it would carry the same amount of vehicles, which are the only source of operational emissions. Therefore, impacts would be less than significant and **similar** to those of the original alignment.

Issue 4: Sensitive Receptors

The modified alignment could potentially move emission sources closer to some existing receptors and further from others (temporary construction equipment and vehicles using the roadway would be located closer to residences near Greylock Avenue and Lenox Avenue but further from residences on Washington Street). The localized air pollutants of concern during construction are PM₁₀ and PM_{2.5}. The project is required to implement dust control measures in compliance with SCAQMD’s Rule 403, such as pre-applying water to depth of proposed cuts, re-applying water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction, and stabilizing the site after grading with chemical stabilizers or planting. Thus, PM₁₀ and PM_{2.5} from construction activities would be controlled on-site and would not result in off-site impacts.

The primary pollutant of localized concern is carbon monoxide (CO) from vehicle operation. Based on guidance from Caltrans and the SCAQMD, localized “hotspots,” or pockets, where the CO concentration may exceed the national or state AAQS, have been found to occur only at signalized intersections that operate at or below level of service (LOS) E. Local CO

emissions near roadway intersections are a direct function of meteorology, traffic volume, speed, and delay.

The realignment of Proposed “C” Street – Design B under Scenario 4 would occur between the Overlook Parkway and Washington Street or the Proposed “C” Street – Design B and Victoria Avenue intersections. However, the realignment of the roadway would not create additional traffic, change the level of service of the intersections, or change the location of the intersections. As the realignment of Proposed “C” Street – Design B would alter these conditions, the potential CO impacts would be the same as described in the DEIR.

As the location of the roadway would have a minor effect on regional pollution, and the project would not result in any change in localized air quality impacts, impacts would be less than significant and **similar** to those of the original alignment.

Issue 5: Odors

Operation of Proposed “C” Street – Design B would not generate objectionable odors, similar to Proposed “C” Street – Design A. Odors generated from vehicles and/or equipment exhaust during construction would be temporary and localized at the construction site and would not create a significant level of objectionable odors. As detailed above, the modified alignment would be slightly closer to residences near Greylock Avenue and Lenox Avenue but further from residences on Washington Street. However, potential odor impacts to Proposed “C” Street – Design B would be less than significant and **similar** to those of the original alignment.

Biological Resources

Issue 1: Special Status Species

The revised alignment would not impact any sensitive vegetation communities or special status plant species, similar to the original alignment. Total areas that would be disturbed with the revised alignment would be generally reduced due to the reduced ROW. Impacts associated with the Proposed “C” Street – Design B would be similar to the original design, although there would be no impacts to orchard and slightly reduced impacts to non-native grassland. As noted in the DEIR, under the guidelines of the MSHCP, impacts to non-native grassland, disturbed land, active agricultural land, ornamental vegetation, and developed land in the Western Survey Area would be less than significant and would not require mitigation.

Impacts to Lincoln’s sparrow, raptors, and migratory birds during construction of the Proposed “C” Street – Design B would be the **same** as for the previous alignment (significant). However, as with the original alignment, the revised alignment would implement mitigation measure **S4-BIO-1** which would reduce impacts to **less than significant**.

Issue 2: Riparian/Wetland Communities

The original alignment resulted in a no-net loss of the functions and values the Gage Canal, an ACOE non-wetland water and a CDFW/RWQCB streambed, and no impacts would result. While the revised alignment is southerly compared to the previous alignment (south of the orchards); within the area of the Gage Canal, the alignment is the same as previously

discussed. As the alignment is the same, impacts would also be the **same**, assuming the culvert and daylighting would still be features of Scenario 4. **No significant impact** would result and no mitigation would be required.

Issue 3: Wildlife Corridors

The alignment for both the original and revised alignments of the Proposed “C” Street are within an urban setting with agricultural and residential uses and are not located within an identified wildlife corridor or linkage area (i.e., not in the Criteria Area) for the Western Riverside County MSHCP. Impacts were found to be **less than significant** for the original alignment and this would be the **same** for the revised alignment as well.

Issue 4: Local Policies and Ordinances & Issue 5: Conservation Plans

The alignment for the revised Proposed “C” Street – Design B does not change the analysis for Local Policies and Ordinances which will remain **less than significant**. Nor will the revised alignment change the analysis for Conservation Plans which will also remain **less than significant**.

Cultural/Paleontological Resources

Issue 1: Historical Resources

The original alignment would alter the existing intersection with Victoria Avenue, which would result in changes to Victoria Avenue that would be significant and require the implementation of **S4-CUL-1**. The revised alignment would also consist of slight modifications to the intersection with Victoria Avenue. Under the original and revised alignment, the intersection would nonetheless be impacted, causing significant impacts. However, the significance of the impact would be the **same** as previously and the same mitigation measure (**S4-CUL-1**) would apply. Impacts **would remain significant and unavoidable**.

Issue 2: Archaeological Resources

There is a house foundation located in close proximity to both the revised and original alignments for the Proposed “C” Street. Thus, there is a possibility of subsurface prehistoric or historic deposits to be present that could be uncovered during construction activities. This potentially **significant impact** would be the **same** for both the original and revised alignments and would be mitigated similarly, through the implementation of **S4-CUL-2**.

Additionally, a portion of the alignment for the Proposed “C” Street could not be accessed during the cultural resources survey. As discussed in Section 4.2 of the Cultural Resources Report (Appendix E of the DEIR), permission to access five of the parcels which cross the Proposed “C” Street could not be obtained prior to the survey. Therefore, the presence or absence of cultural resources on parcels 237-100-002, 237-100-006, 237-100-007, 237-100-008, and 237-11-009 could not be determined, and impacts to unknown archaeological resources are **potentially significant**. This would remain the case for the revised alignment; thus, impacts would be **similar** and would be mitigated similarly (mitigation measure **S4-CUL-3**).

Issue 3: Paleontological Resources

Both the original and revised alignments for the Proposed “C” Street would be located in an area with high paleontological sensitivity. Ground-disturbing activities in fossil-bearing soils and rock formations for either of the alignments have the potential to damage or destroy paleontological resources that may be present below the ground surface. Consequently, damage or destruction to these resources would be **similar** as previously discussed and could result in **significant impacts** requiring the implementation of mitigation measure (**S4-CUL-4**).

Issue 4: Religious/Sacred Uses and Human Remains

The alignment for the revised Proposed “C” Street – Design B does not change the analysis for Religious/Sacred Uses and Human Remains and the impacts remain **less than significant**.

Drainage/Hydrology/Water Quality

Issue 1: Water Quality Standards/Runoff

As detailed in Section 3.5.1 – Regulatory Setting, the project would be obtaining a Construction General Permit through the State Water Resources Control Board (SWRCB) for the construction of the Proposed “C” Street – Design B, and subsequently implementing a project-level Storm Water Pollution Prevention Plan (SWPPP) and Construction Site Monitoring Program (CSMP); thereby ensuring that construction-related water quality impacts would be **less than significant**. The revised alignment would be subject to the same requirements; therefore, impacts would be the **same** as those of the original alignment and would similarly be reduced to **less than significant**.

Issue 2: Groundwater

The original alignment was found to have less than significant impacts with respect to groundwater because no potable water would be required to construct or operate Proposed “C” Street. Groundwater is not expected to be encountered during grading operations, and where required Low Impact Development (LID) principles would be implemented. The new impervious surfaces added by the original alignment of C Street would require the extension of storm drain facilities from existing lines near the intersection of Madison and Victoria Avenues. The revised alignment would be **similar** to the original alignment in that it would also add new impervious surface for the roadbed. Although the Proposed “C” Street – Design B would be in a location a few hundred feet from the original alignment and a reduced overall ROW, the Project is introducing new impervious surface for the roadbed and would implement similar design measures to reduce impacts to groundwater to **less than significant**.

Issue 3: Drainage Patterns

Construction of the original alignment of Proposed “C” Street would not cause an increase in flows during storm events, and in turn would not cause substantial erosion or flooding either on- or off-site. Compliance with water quality regulations (i.e., implementation of a SWPPP, CSMP, and operational Best Management Practices [BMPs]) would ensure that erosion does not occur either on- or off-site. The revised alignment of Proposed “C” Street – Design B would

retain the same characteristics, but is simply shifted a few hundred feet southwesterly. In addition, the paving width would be reduced overall, which would provide additional undeveloped areas for drainage. Compliance with the same water quality regulations as for the original alignment would be required. Impacts would be **similar** to the original alignment and would be **less than significant** based on regulatory compliance.

Energy Use and Conservation

Issue 1: Electric Power & Issue 2: Fuel

As with the previous alignment, utility line improvements would be installed during construction of the Proposed “C” Street – Design B consistent with the Riverside Public Utilities Board-adopted Electric System Master Plan. Impacts would be **similar** to the original alignment. Because the construction of the revised alignment would still consume approximately the same amount of fuel as the original alignment (moved to a slightly southerly location); the revised alignment would have similar impacts with respect to energy use compared to the original alignment. For both alignments, electric power and fuel consumption would be **less than significant** for the same reasons detailed in Section 3.6 – Energy Use and Conservation of the DEIR.

Geology and Soils

Issue 1: Seismic Hazards

As described in Section 3.7 – Geology and Soils of the DEIR, most southern California roadways (including the Proposed “C” Street) have the potential to be affected by strong ground shaking and associated seismic hazards as a result of their proximity to nearby active fault zones. For both the original alignment and the revised alignment, the final construction plans would be required to meet specifications of the California Department of Transportation (Caltrans), specifically the Highway Design Manual (HDM), Bridge Design Specifications, and Seismic Design Criteria, and additional standard roadway design features used by the City. Therefore, impacts would be **similar**, and compliance with existing regulations would ensure that potential impacts of the revised alignment which are associated with seismic hazards would be **less than significant**.

Issue 2: Soil Erosion

As with the original alignment, construction of the revised alignment of Proposed “C” Street – Design B would require that the City and/or contractor prepare a SWPPP that would detail the erosion and sediment control BMPs to be utilized on the construction site. Therefore, impacts would be **similar** and the revised alignment of Proposed “C” Street – Design B would not result in substantial soil erosion or the loss of topsoil; therefore, impacts are **less than significant**.

Issue 3: Geologic Stability and Expansive Soils

For the original alignment there were no expansive soils found within the Western Survey Area. Impacts of the revised alignment would be **similar** to the original alignment; the revised

alignment does not shift westerly enough to be in area where there are high shrink-swell soil types. No mitigation would be required and impacts are **less than significant**.

Greenhouse Gases

Issue 1: GHG Emissions

As discussed in Section 3.8 – Greenhouse Gases of the DEIR, buildout vehicle miles traveled (VMT) when combined with construction GHG emissions, would be **less than significant** for Scenario 4 (which includes Proposed “C” Street) and no mitigation would be necessary. The revised alignment slightly alters the location of Proposed “C” Street but would not affect VMTs. With regard to construction emissions, the revised alignment would have reduced impacts due to the reduced ROW width. Therefore, the revised alignment would have **similar or reduced (but less than significant)** impacts when compared to the original alignment and no mitigation would be necessary.

Issue 2: Applicable Plans, Policies, and Regulations

The revised alignment for Proposed “C” Street – Design B remains consistent with the goals and strategies of state plans, policies, and regulations aimed at reducing GHG emissions. Therefore, impacts remain **less than significant** under the revised alignment.

Land Use and Aesthetics

Issue 1: Physically Divides an Established Community

Neither the original alignment, nor the revised alignment of Proposed “C” Street – Design B would divide an established community, conflict with any provisions of the Western Riverside County MSHCP, result in an adverse effect to the scenic integrity of Victoria Avenue, or create a new source of substantial light or glare. Impacts would be **similar** to the original alignment (**less than significant**) and no mitigation would be required.

Issue 2: Plans, Policy, or Regulations

Scenario 4 is not consistent with Policy CCM-2.3 of the General Plan 2025 related to traffic flow, specifically maintaining a LOS D or better on certain arterial roadways and would also result in unacceptable LOS operations along Victoria Avenue, which conflicts with Policy CCM-4.3. With implementation of mitigation measures as defined in Section 3.11 – Transportation/Traffic, traffic along certain arterial roadways would continue at unacceptable levels of service (e.g., LOS E or F), and would result in **significant and unavoidable impacts** to land use. This condition is unrelated to the alignment of Proposed “C” Street – Design B and would not be affected by shifting the alignment of the Proposed “C” Street slightly to the southwest; however, impacts associated with the revised alignment and within the overall context of Scenario 4 would remain **significant and unavoidable similar** to the original alignment.

Issue 3: Habitat Conservation Plan

The revised alignment for Proposed “C” Street – Design B would not conflict with any approved conservation plan and impacts would be **less than significant**.

Issue 4: Scenic Resources and Vistas

Under the revised alignment of Proposed “C” Street – Design B the same improvements as proposed under Scenario 3 to Overlook Parkway would occur. The construction of the bridge over Alessandro Arroyo would provide a new viewpoint and would be completed in such a manner that impacts would be **less than significant**.

In addition, the implementation of mitigation measure MM-CUL-1 would minimize the changes to scenic elements of Victoria Avenue and would not significantly alter existing views, so impacts would be **less than significant**.

Issue 5: Visual Character/Light and Glare

The revised Proposed “C” Street – Design B would not create a new source of substantial light or glare, and impacts would be **less than significant**.

Noise

Issue 1: Noise Exposure

According to Section 3.10.4.2 – Significance of Impacts of the DEIR (page 3.10-45), under Scenario 4, noise levels would exceed 65 CNEL causing a significant impact (**S4-NOS-1**) on sensitive receivers along Madison Avenue between Washington Street and Railroad Avenue and Washington Street between Overlook Parkway and Engel Drive. The noise contours shift slightly along a limited segment to the southwest with the revised alignment (see Figure R-4 -- Proposed “C” Street – Design B); however, based on a review of the revised contours noise levels would not exceed 65 CNEL on sensitive receivers southwest of the alignment. In its original alignment, the portion of the Proposed “C” Street between Dufferin Avenue and Victoria Avenue would be adjacent to agricultural land and would not exceed the City of Riverside agricultural compatibility noise level limits and noise impacts would be **less than significant**. Additionally, the revised alignment would not affect or change noise levels at residences adjacent to Crystal View Terrace and Green Orchard Place which would be **less than significant**. Therefore, impacts of the revised alignment would be **similar** to the previous alignment and would be **less than significant**.

Issue 2: Permanent Ambient Noise Increase

Similar to Proposed “C” Street – Design A, the modified alignment would not create any new permanent stationary sources that would increase the ambient noise environment. However, a permanent increase in ambient noise levels would result from the change in traffic patterns on roadways in the Project vicinity. These traffic noise impacts are discussed above under Issue 1. Therefore, impacts of the revised alignment would be **similar** to the previous alignment.

Issue 3: Temporary Ambient Noise Increase

As with the previous alignment, because construction activities undertaken for the revised alignment would be limited to the daytime hours, would not exceed 75 dB(A) L_{eq} , and would not occur at nighttime, on Sundays, or on federal holidays, construction noise impacts would be **similar** and **less than significant**.

Transportation/Traffic

Issue 1: Circulation Systems

Revising a segment of the alignment of the Proposed “C” Street slightly to the south would not increase or decrease VMTs; thus, Scenario 4 in its entirety has significant and unavoidable impacts, but the revised alignment would not alter this circumstance. Impacts would be similar and remain significant for the same nine intersections as for the previous alignment. Correspondingly, the revised alignment would also have **unavoidable impacts at three of those nine intersections**, similar to the original alignment.

Issue 2: Conflict with Congestion Management Programs

As discussed under Circulation Systems above, revising the alignment of the Proposed “C” Street – Design B would not increase or decrease VMTs. Scenario 4 in its entirety would have a **significant and unavoidable impact** on one Congestion Management Plan (CMP) intersection in 2035, one CMP roadway link in 2011, and two CMP roadway links in 2035 and impacts would be **similar** when analyzing the revised alignment of C Street within the context of Scenario 4.

Issue 3: Emergency Access

Scenario 4 would remove physical barriers, such as the gates at Crystal View Terrace and Green Orchard Place, and connect additional arterial streets. These improvements could provide a benefit to response times and thus emergency access. Impacts are concluded in Section 3.11—Transportation/Traffic of the DEIR as being less than significant. The revised alignment slightly changes a segment of Proposed “C” Street, but impacts would be **similar** to those of the original alignment and remain **less than significant**.

Issue 4: Traffic Hazards

The revised alignment of the Proposed “C” Street has been designed to conform to all federal, state, and local roadway design guidelines and includes a gradual curve with a centerline radius that conforms to the specifications of the Public Works Department. As with the original alignment, the revised alignment would have standard roadway signage that indicates the proper speed limit when approaching this curve and would also include signage indicating the possibility of encountering tractors, other farm equipment, or equestrians. Lastly, the revised alignment would require intersection improvements at Victoria Avenue and Madison Street which would be the same as for the original alignment. The intersection would be signalized and an ADA compliant crosswalk would be installed across Victoria Avenue on the western

side of the intersection. Impacts for original alignment were found to be **less than significant** with no mitigation required and the revised alignment would have **similar** impacts.

Issue 5: Conflict with Alternate Transportation Policies

As discussed in Section 3.11.8 – Issue 5: Conflict with Alternate Transportation Policies of the DEIR, the original alignment would not conflict with bus transit, pedestrian, or bicycle plans, strategies, or existing trails. Impacts were found to be **less than significant** and no mitigation would be required. The revised alignment would not alter the route or function of the Proposed “C” Street or create additional conflicts with transit, bicycle, or pedestrians. The revised alignment would avoid an orchard, but similar to the original alignment would not change alternate transportation policies. Therefore impacts of the revised alignment would be **similar**.

3.2 Clarification and Revisions as a Result of Comments, Clarification of Terms and Formatting & Additional Corrections and Clarifications

This section addresses revisions as a result of the distribution of the DEIR and responses to comment letters, minor revisions and editorial changes and to correct minor inaccuracies, clarifying or correcting terms and formatting in the DEIR as follows:

3.2.S – Executive Summary

- Table S-1, located at the end of the Executive Summary, “Scenario 3: Gates removed, Overlook Parkway connected” page S-8 -- Scenario 3 requires an amendment to Policy CCM-4.24, which requires that a plan analyzing potential connection routes between Washington Street and the SR-91 be performed prior to connecting Overlook Parkway east to Alessandro Boulevard. The Traffic Impact Analysis (TIA) prepared for the proposed Project addressed this geographic area in the study to satisfy this requirement, however, a potential route identified on the Master Plan of Roadways would not be constructed.
- Table S-1, pages S-10 through S-51 –This table is amended as noted below whenever Mitigation Measures are updated.
- Section S.4 – “Issues to be Resolved by the Decision Making Body,” page S-6 – Within the larger project vicinity, 28 intersections and 3929 roadway segments were studied.
- Section S.5.6 – “Environmentally Superior Alternative,” page S-9 – Based on an evaluation of impacts, Scenario 2, also the No Project Alternative would be the environmentally superior alternative.

3.2.1 – Introduction

- No changes made.

3.2.2 – Project Description

- Section 2.1 “Project Overview,” page 2-1 — Under Scenario 3, the gates at Crystal View Terrace and Green Orchard Place would be removed and Overlook Parkway would be connected ~~over the Alessandro Arroyo~~ through the construction of a fill crossing between Via Vista Drive and Sandtrack Road and a bridge over the Alessandro Arroyo. The roadway would be striped for two lanes of travel—one eastbound and one westbound—and would be sized to accommodate a four-lane arterial roadway at build-out.
- Section 2.2 “Project Background,” page 2-4 — The connection of Overlook Parkway is considered an important parkway connection between the Arlington Heights Greenbelt and Sycamore Canyon Wilderness Park (City of Riverside 2007b, page LU-3514).
- Section 2.6.3 “Scenario 3 – Project Components – Fill Crossing,” page 2-24 — While the roadway has been designed to accommodate four lanes as the ultimate or buildout design, the roadway would be striped for the continuation of the existing two-lane arterial roadway, consisting of a 42-foot-wide median and 14-foot-wide parkways located on each side, with a six-foot-wide sidewalk adjacent to the curb and a Class II bike lane (Figure 2-8).
- Section 2.6.3 “Scenario 3 – Project Components – Alessandro Arroyo Bridge,” page 2-24 — Each bridge would accommodate a 26-foot-wide travel way, which would be striped to include only one 12-foot-wide traffic lane, and a two-foot-wide left shoulder, and a Class II bike lane.
- Section 2.7, “Off-site Improvements,” page 2-46 –

Washington Street at Victoria Avenue
 - Signalize the intersection (Scenario 1).
 - Signalize the intersection and add an additional south-bound through lane on Washington Street (Scenarios 2, 3, and 34).
 - Signalize the intersection and add a separate left-turn lanes on Victoria Avenue in both directions (Scenario 3).

3.2.3.0 – Environmental Analysis

- No changes made.

3.2.3.1 – Agricultural Resources

- Section 3.1.2.1 “Important Farmland,” page 3.1-7 — As shown in Figures 3.1-1 and 3.1-2, a portion of the Arlington Heights Greenbelt is within the Project vicinity, while the other portion is outside of the Project vicinity boundary.

3.2.3.2 – Air Quality

- Air Quality, Section 3.2.5.1(a) – “Construction Emissions – Scenario 3,” page 3.2-18– In addition to the equipment listed in Table 3.2-4, trucks would be required for material delivery and hauling. Emissions due to on-road trucks as well as worker commute were calculated using CalEEMod. Using a weight of 1.35 tons per cubic yard of dirt and a truck hauling capacity of 20 tons, it was calculated that a total of 68 trucks would be required. Distributing these truck trips evenly over the 40 work days fill crossing construction phase results in an average of 1.7 trucks per day. To be conservative, a total of two truck trips per day were modeled during the fill crossing construction phase.
- Section 3.2.5.1(a) – “Construction Emissions – Scenario 3,” Table 3.2-4 – “Construction Equipment Parameters,” page 3.2-19 – Construction parameters were adjusted as follows, however, the total projected construction maximum daily emission levels for each criteria pollutant would be less than the applicable thresholds for all criteria pollutants.

TABLE 3.2-4 CONSTRUCTION EQUIPMENT PARAMETERS			
Phase and Length (days)	Equipment	Horsepower	Load Factor
Abutment Construction (40)	1 Excavator	157 162	0.57 0.38
	1 Backhoe	75 97	0.55 0.37
	1 Bob Cat	37 64	0.55 0.37
	1 Pile Driver and Lead	822 05	0.75 0.50
	1 Crawler Crane	208 226	0.43 0.29
	1 Mobile Crane	208 226	0.43 0.29
	1 Concrete Pump	84	0.74
	2 Portable Generators	84	0.74
	2 Air Compressors	78	0.48
Bent Construction (20)	1 Backhoe	75 97	0.55 0.37
	1 Bob Cat	37 64	0.55 0.37
	1 Pile Drill Rig	822 05	0.75 0.50
	1 Crawler Crane	208 226	0.43 0.29
	1 Mobile Crane	208 226	0.43 0.29
	1 Concrete Pump	208 84	0.43 0.74
	2 Portable Generators	84	0.74
	2 Air Compressors	84 78	0.74 0.48
Superstructure Construction (120)	1 Backhoe	75 97	0.55 0.37
	2 Forklifts	149 64	0.30 0.37
	1 Pile Drill Rig	822 05	0.75 0.50
	2 Mobile Cranes	208 226	0.43 0.29
	2 Concrete Pumps	208 84	0.43 0.74
	2 Portable Generators	84	0.74
	2 Air Compressors	84 78	0.74 0.48
Fill Crossing (40)	1 Loader	75 97	0.55 0.37
	2 Backhoes	75 97	0.55 0.37
	1 Trencher	69 80	0.75 0.50
	1 Paving Machine	89 125	0.62 0.42
	1 Compactor	8	0.43
	1 Curb and Gutter Machine	82 130	0.53 0.36

SOURCE: Personal communication with Simon Wong, Rick Engineering, and City of Riverside Public Works Department.

*Assumes construction would occur five days per week.

- Section 3.2.5.1(b) – “Operational Emissions,” page 3.2-22 - The increase in ADT from existing to buildout is due to population growth in the region and is not due to the Project since the Project would not generate trips. The redistribution in traffic would not result in roadways of 100,000 vehicles per day or rural roads of 50,000 vehicles per day including Overlook Parkway, Green Orchard Place, Crystal View Terrace, Proposed “C” Street, and other roadways in the project vicinity. In addition, the project would not substantially increase or attract diesel traffic on Overlook Parkway, defined as 8 percent of the total traffic volume in the *Transportation Conformity Guidance for Qualitative Hot-Spot Analysis in PM2.5 and PM10 Nonattainment and Maintenance Areas*, published by the Federal Highway Administration and US Environmental Protection Agency, to a roadway with an average daily traffic volume of 100,000 or more.

3.2.3.3 – Biological Resources

- Section 3.3.1.3(c) “City of Riverside General Plan 2025,” Page 3.3-13 -- Furthermore, since major arroyos are recognized by the General Plan 2025 for their functions and values to wildlife and wildlife movement, grading and removal of native vegetation within the arroyo outside the graded pad is prohibited by the City’s Grading Code Title 17, Ordinances 6453 Section 1 and 6673 Sections 6, 7, 8, 9.

In response to a comment from the California Department of Fish and Wildlife, the City has clarified and modified the minimum mitigation ratios for sensitive vegetation. The City will require that permanent impacts to southern willow scrub and jurisdictional waters require mitigation at a 3:1 ratio, not a 2:1 ratio. The previous minimum requirement of 2:1 would not preclude a higher mitigation ratio; however, the modification is intended to further demonstrate that the project would provide appropriate compensation to impacts to biological resources to the extent feasible. In addition, the mitigation requirement for the number of acres of wetland creation has been adjusted for consistency with the Biological Technical Report and the modified minimum mitigation ratio. Therefore, the following revisions have been made for consistency:

- Section 3.3.5.3 – “Mitigation, Monitoring, and Reporting,” pages 3.3-58 – 3.3-59, Executive Summary “Table S-1 – Summary of Environmental Analysis Results,” pages S-21 – S-22, and pages S-34 – S-35 --

MM-BIO-2: To reduce impacts to southern willow scrub and jurisdictional resources to less than significant, the City shall provide 1.764~~1.48~~ acres of wetland creation and restoration/enhancement of existing disturbed wetlands for impacts to ACOE and CDFG jurisdictional resources (see Table 3.3-6).

Temporary impacts to southern willow scrub and jurisdictional waters shall be mitigated on-site through restoration of the areas disturbed during construction at a 1:1 ratio.

Permanent impacts to southern willow scrub and jurisdictional waters require mitigation at a minimum 32:1 ratio through one of the following.

1. Creation of additional wetlands (e.g., southern willow scrub) and enhancement of existing wetlands containing southern willow scrub shall be implemented to meet the minimum 32:1 mitigation ratio for the permanent impacts to southern willow scrub and jurisdictional waters~~wetlands~~. Creation and enhancement activities shall occur at a suitable location and restoration/enhancement of existing wetlands within the Alessandro Arroyo. A Wetland Mitigation Plan shall be prepared which identifies the location of creation/restoration and enhancement areas, methods involved to implement the mitigation effort, and maintenance and monitoring program which is required to ensure the success of the mitigation.
2. Provide compensation through the purchase of credits from an established wetland mitigation site within the same watershed, if available, for impacts that cannot be mitigated on-site.

Either of these mitigation options or a combination of on-site and off-site mitigation would reduce permanent impacts to southern willow scrub and jurisdictional waters to less than significant. With mitigation, the net effect of the Project on riparian/riverine areas would be equivalent or superior to the existing conditions.

Appendix D – Biological Technical Report

- Section 1.0 – “Executive Summary,” page 3 — A total of 1.756~~1.761~~ acres of mitigation for permanent impacts at a 23:1 ratio, and temporary impacts at a 1:1 ratio would be required.
- Section 6.3 – “Jurisdictional Area Mitigation,” page 36 — To reduce impacts to jurisdictional resources to less than significant, the City is proposing 1.761~~1.56~~ acres of wetland creation and restoration/enhancement of existing disturbed wetlands for impacts to ACOE and CDFG jurisdictional resources within the Eastern Alessandro Arroyo, and Western Survey Areas (see Table 6).
- Section 6.3 – “Jurisdictional Area Mitigation,” page 36 — Permanent impacts to wetlands require mitigation at a minimum 23:1 ratio through one of the following:
 1. Creation of additional wetlands (e.g., southern willow scrub) at a 1:1 ratio and enhancement of existing wetlands containing southern willow scrub at a 1:1 ratio shall be implemented to meet the 23:1 mitigation ratio for the permanent impacts to southern willow scrub wetlands.
 2. An alternative for permanent impacts to wetlands is to provide compensation through the purchase of credits from an established wetland mitigation site, if

available. A total of 1.756 acres shall be purchased from an established wetland mitigation site within the same watershed as the proposed project.

- Section 6.3 “Jurisdictional Area Mitigation,” page 37 — Table 6 has been retitled to reflect the change in the mitigation ratio: “MITIGATION FOR TEMPORARY AND PERMANENT IMPACTS TO JURISDICTIONAL RESOURCES (acres) WITH PERMANENT IMPACTS AT A 32:1 RATIO this change is also made to the Table of Contents, page ii under Table 6.” For consistency, the total mitigation columns in Table 6 have been recalculated as follows:

TABLE 6
MITIGATION FOR TEMPORARY AND PERMANENT IMPACTS TO JURISDICTIONAL RESOURCES (acres)
WITH PERMANENT IMPACTS AT A 32:1 RATIO

Jurisdictional Resources	Eastern Survey Area		Total Mitigation	Alessandro Arroyo Survey Area		Total Mitigation	Western Survey Area		Total Mitigation	Total Mitigation Required for Study Area (acres)
	Temporary Mitigation Ratio (1:1)	Permanent Mitigation Ratio (32:1)		Temporary Mitigation Ratio (1:1)	Permanent Mitigation Ratio (32:1)		Temporary Mitigation Ratio (1:1)	Permanent Mitigation Ratio (32:1)		
ACOE Jurisdiction										
Wetland	0.00	0.03	0.096	0.31	0.00	0.31	0.00	0.00	0.00	-
Non-wetland waters	0.00	0.02	0.064	<0.01 (76 sf)	0.00	<0.01 (76 sf)	<0.01 (430 sf)	0.02	0.04	-
Erosive feature	-	-	-	<0.01 (327 sf)	0.00	<0.01 (327 sf)	-	-	-	-
Total ACOE Mitigation	-	-	0.150	-	-	0.32			0.04	0.46
CDFG Resources										
Wetland*	0.02	0.12	0.3826	0.76	<0.01 (77 sf)	0.776	0.00	0.00	0.00	
Streambed	0.00	0.02	0.064	<0.01 (76 sf)	0.00	<0.01 (76 sf)	<0.01 (430 sf)	0.02	0.04	
Total CDFG Mitigation	-	-	0.4430	-	-	0.776	-	-	0.04	1.12
TOTAL Jurisdictional Mitigation per Survey Area			0.5940			1.098			0.08	1.56

sf= square feet

*Includes 0.90-acre of southern willow scrub.

- Section 6.3.1 – “Federal and State Agencies,” page 38 — Temporary impacts to ACOE, CDFG, and RWQCB jurisdictional resources require mitigation through habitat creation, restoration, and/or enhancement at a minimum of 1:1 ratio to achieve a no-net-loss of jurisdictional resources, in consultation with the regulatory agencies, and permanent impacts at a ~~23~~:1 ratio. Biological Technical Report, Appendix B (Determination of Biologically Equivalent or Superior Preservation), Section 4.1 “Mitigation for Direct Effects,” page 24 — Permanent impacts to 0.12 acre of southern willow scrub and 0.02 acre of unvegetated drainage would require mitigation at a minimum of ~~23~~:1 ratio (including 1:1 creation) to ensure no net loss of riparian/riverine resources.

3.2.3.4 – Cultural/Paleontological Resources

- Section 3.4.4.2 – “Significance of Impacts,” page 3.4-19 -- Because maintaining the gates would not require construction, no significant impacts to historical resources would occur under Scenarios 1 ~~and~~, 2 ~~and~~ 3.
- Section 3.4.4.2 – “Significance of Impacts,” page 3.4-20 -- Because the off-site improvements propose upgrades and alterations to intersections along Victoria Avenue, which is considered a historic resource, off-site impacts would also be significant **(S4-CUL-1)**.
- Section 3.4.4.3 – “Mitigation, Monitoring, and Reporting,” page 3.4-21 -- Design steps are required to ~~would~~ reduce the impact. Therefore, the Mitigation Measure **MM-CUL-1** would also apply.
- Section 3.4.5.2 – “Significance of Impacts,” page 3.4-23 – Under Scenario 3, potential significant impacts to subsurface prehistoric or historic deposits that may be present and could be uncovered during construction activities associated with the connection of Overlook Parkway (**S3-CUL-24**) were identified.
- Section 3.4.5.3 – “Mitigation, Monitoring, and Reporting,” page 3.4-23 – Construction of Overlook Parkway could potentially impact additional unknown archaeological resources (**MMS3-CUL-24** and **MMS4-CUL-32**).

In response to requests from tribal entities in letters received during public review, select mitigation measures have been revised to clarify the process and intent of the protection measure required by the City as follows:

- Section 3.4.5.3 – “Mitigation, Monitoring, and Reporting,” pages 3.4-23 – 24, Executive Summary, “Table S-1 – Summary of Significant Environmental Analysis Results,” pages S-22 – S-23 and S-36 – S37 --

MM-CUL-2: To reduce impacts to archaeological resources during grading and other ground disturbing activities of previously undisturbed deposits, monitoring by a qualified archaeologist and Native American ~~representative~~ monitor shall occur for the construction of Overlook Parkway and the Proposed “C” Street, including within the Alessandro

Arroyo. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections shall be determined by the Project Archaeologist in consultation with the Native American Monitor. ~~Monitoring of cutting of previously disturbed deposits shall be determined by the Project Archaeologist.~~

If previously unknown subsurface resources are found during grading, the Project Archaeologist, in consultation with the Native American monitor, shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. At the time of discovery, the City shall be notified and measures shall be implemented to insure any Project-related impacts are reduced to a level below significance. Construction activities shall be allowed to resume in the affected area only after the City has concurred with the evaluation. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the Project Archaeologist and approved by the City, then carried out using professional archaeological methods and sensitivity to tribal preferences and cultural concerns.

The Project Archaeologist shall submit monthly status reports to the City Public Works Department and the City Historic Preservation Officer starting from the date of the Notice to Proceed to termination of implementation of the grading monitoring program. The reports shall briefly summarize all activities during the period and the status of progress on overall plan implementation. Upon completion of the implementation phase, a final report shall be submitted describing the plan compliance procedures and site conditions before and after construction. Any final archaeological monitoring report shall be submitted to the City, the Eastern Information Center, and the monitoring tribe.

Upon completion of the Project, if no archaeological resources are encountered during grading, then a final Negative Monitoring Report shall be submitted substantiating that grading activities are completed and no cultural resources were encountered. Monitoring logs showing the date and time that the monitor was on site must be included in the Negative Monitoring Report.

If archaeological resources were encountered during grading, the Project Archaeologist shall provide a Monitoring Report stating that the field grading monitoring activities have been completed, and that resources have been encountered. The report shall detail all cultural artifacts and deposits discovered during monitoring and the

anticipated time schedule for completion of the curation phase of the monitoring. Materials to be curated may include archaeological specimens and samples. All project related collections subject curation should be suitably packaged and transferred to a facility that meets the standards of 36 CFR 79 for long-term storage.

- Section 3.4.5.3 – “Mitigation, Monitoring, and Reporting,” pages 3.4-24 – 25 –

MM-CUL-3: To reduce impacts to archaeological resources for the Proposed “C” Street, prior to commencement of grading, the unsurveyed portions of the route shall be surveyed by a qualified archaeologist and a Native American ~~monitor~~ representative to determine if cultural resources are present. The survey shall follow City of Riverside guidelines in effect at the time of the survey. If no cultural resources are found during the survey, no additional work is required prior to construction.

- The testing program shall be written by an archaeologist qualified by the City of Riverside as a Principal Investigator and follow current guidelines for testing of cultural resources, in consultation with the Native American ~~representative~~ monitor. Testing programs shall consist of a combination of site mapping and the excavation of an appropriate number of test units and shovel test pits. The testing program shall be used to identify subsurface deposits and to define site boundaries. Testing will also determine the integrity of each resource, including presence of disturbance to the site, extent of disturbance, and if any intact subsurface deposits remain. Analysis of the resources shall be addressed in context of any surrounding sites and shall include any tribal and cultural information that is available. This testing program will also determine whether the portions of the sites in the proposed Area of Potential Effect are significant historical resources under City of Riverside and CEQA criteria.
- If testing determines a resource is significant under City of Riverside or CEQA guidelines, a research design and data recovery program shall be required to mitigate Project related impacts to a level below that of significance. The research design/data recovery program shall be written by a City of Riverside archaeologist qualified as a Principal Investigator, in consultation with the appropriate tribe. The research design/data recovery program shall identify important research questions and explain procedures to be used in the excavation, analysis, and curation of recovered materials.
- Section 3.4.5.3 – “Mitigation, Monitoring, and Reporting,” pages 3.4-25, Executive Summary, “Table S-1 – Summary of Significant Environmental Analysis Results,” pages S-24 and S-39 –

MM-CUL-4: All sacred sites, and other cultural resources, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation.

- Section 3.4.6.1 “Scenario 4,” Section 3.4.6.2 “Significance of Impacts,” Section 3.4.6.3 “Mitigation, Monitoring, and Reporting,” and Section 3.4.6.4 “Significance after

Mitigation” pages 3.4-27 and 3.4-29, Executive Summary, “Table S-1 – Summary of Significant Environmental Analysis Results,” pages S-39 and S-41 — Due to the addition of a new mitigation measure, MM-CUL-4 has been renumbered to MM-CUL-5. The buffer distance in this mitigation measure has also been increased. It now reads as follows:

Scenario 4

Similar to Scenario 3, Project components related to construction of Overlook Parkway would be located in an area with a low potential for paleontological resources. However, construction activities west of Washington Street associated with construction of the Proposed C Street could directly or indirectly destroy a unique paleontological resource. The Proposed C Street would be located in an area with high paleontological sensitivity. Ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface. Although roadway construction would not require deep excavation, construction-related and earth-disturbing actions associated with the new road could damage or destroy fossils in rock units. As with archaeological resources, paleontological resources are generally considered to be historical resources, as defined in CEQA Guidelines Section 15064.5(a)(3)(D). Consequently, damage or destruction to these resources could result in a **significant impact (S4-CUL-54)**.

3.4.6.2 Significance of Impacts

No impacts to paleontological resources would occur under Scenarios 1 or 2.

Because all construction would occur in low sensitivity potential areas for paleontological resources impacts to paleontological resources under Scenario 3 would be less than significant.

Because of the high sensitivity potential areas for paleontological resources within the area in and around the Proposed C Street, Project grading under Scenario 4 could potentially destroy fossil remains, resulting in a significant impact to paleontological resources (**S4-CUL-54**).

No impacts to paleontological resources would occur under as a result of off-site improvements

Significant impacts to paleontological resources are most often mitigated by the implementation of a monitoring program carried out under the supervision of a qualified paleontologist (**S4-CUL-54**).

MM-CUL-54: The grading contractor shall be responsible for the monitoring for paleontological resources during all grading activities. If any fossils are found, all grading activities shall be stopped and the grading contractor shall contact the City. The City shall retain a qualified Paleontological Resources Monitor that shall be on-

site to monitor as determined necessary by the Qualified Paleontologist and the City. The grading monitoring program shall comply with the following requirements during grading:

1. The Qualified Paleontological Resources Monitor shall have the authority to direct, divert, or halt any grading/excavation within ~~100~~50 feet of the find until such time that the sensitivity of the resource can be determined and the appropriate salvage implemented.
2. The Qualified Paleontological Resources Monitor shall immediately contact the City.
3. The Qualified Paleontologist Resources Monitor shall determine if the discovered resource is significant under the criteria set forth in CEQA Guidelines Section 15064.5. If it is not significant, the paleontologist shall document the discovery as needed and the significance determination, and grading/excavation shall resume.
4. If the paleontological resource is significant or potentially significant and if the City determines that avoidance is not feasible, the Qualified Paleontological Resources Monitor, shall complete the following tasks in the field:

a. An excavation plan for mitigating the effect of the Project on the qualities that make the resource important. Requirements of the plan shall include:

- Salvage unearthed fossil remains, including simple excavation of exposed specimens or, if necessary, plaster-jacketing of large and/or fragile specimens or more elaborate quarry excavations of richly fossiliferous deposits;
- Record stratigraphic and geologic data to provide a context for the recovered fossil remains, typically including a detailed description of all paleontological localities within the Project site, as well as the lithology of fossil-bearing strata within the measured stratigraphic section, if feasible, and photographic documentation of the geologic setting; and
- Transport the collected specimens to a laboratory for processing (cleaning, curation, cataloging, etc.).

b. The plan shall be submitted to the City for review and approval prior to implementation.

3.4.6.4 Significance after Mitigation

With implementation of Mitigation Measure **MM-CUL-54**, impacts to paleontological resources associated with Scenario 4 would be reduced to a level less than significant.

3.2.3.5 – Drainage/Hydrology/Water Quality

- No changes made.

3.2.3.6 – Energy Use and Conservation

- No changes made.

3.2.3.7 – Geology and Soils

- No changes made.

3.2.3.8 – Greenhouse Gases

- Section 3.8.4.1 “Impact Analysis – Scenario 3,” page 3.8-14 – Table 3.8-3 summarizes the fill-crossing and bridge construction GHG emissions for Scenario 3. As shown, construction GHG emissions would be less than significant. Section 3.8.4.1 “Impact Analysis – Scenario 4,” page 3.8-16 – Table 3.8-5 summarizes the Scenario 4 construction GHG emissions. These include emissions from construction of the Proposed “C” Street as well as emissions from construction of the fill-crossing and bridge. As shown, construction GHG emissions would be less than significant. Section 3.8.4.1 “Off-site,” page 3.8-21 – When added to the GHG emissions summarized in Tables 3.8-3 and 3.8-5, there would be no change to the significance conclusions in the impact discussion above, and, therefore, impacts would be less than significant.
- Section 3.8.5 “Applicable Plans, Policies, and Regulations,” page 3.8-24 – The heading of this section has been edited to clarify this section addresses both the Scoping Plan and Executive Order S-3-05 as follows: a. Consistency with the Scoping Plan and Executive Order S-3-05.
- Section 3.8.5 “Applicable Plans, Policies, and Regulations,” page 3.8-25 – The following text has been added to the discussion under this section. This information reflects updated information since the public review period and does not change the conclusions of the analysis, nor does it represent significant new information in the DEIR.

With regard to Executive Order S-3-05, and as described on DEIR page 3.8-2, Governor Schwarzenegger set greenhouse gas emission reduction targets for the state as follows:

By 2010, reduce GHG emissions to 2000 levels;

By 2020, reduce GHG emissions to 1990 levels; and

By 2050, reduce GHG emissions to 80% below 1990 levels.

Although the Executive Order does not state that these GHG reduction targets apply local agencies, the Order does direct the Secretary of the California Environmental Protection Agency to coordinate oversight of various state agency efforts to meet the targets. In part, and as acknowledged above, the targets in the Executive Order are what led to the adoption of Assembly Bill 32, CARB's Scoping Plan, and other laws and standards aimed at reducing GHG emissions statewide. Accordingly, and even though the City of Riverside is outside the California Executive Branch, it has nonetheless considered whether the Proposed Project is consistent with the GHG reduction targets set forth in Executive Order S-3-05 as part of the City's analysis of Scoping Plan consistency.

Specifically, in May 2014, CARB adopted an Update to the Climate Change Scoping Plan that addresses the Executive Order's 2050 reduction target. The Scoping Plan Update states that achieving the 2050 target will require the pace of GHG emissions reductions in California to accelerate significantly. The Scoping Plan Update lists four strategies for the transportation sector related to achieving the 2050 target: (1) improve vehicle efficiency and develop zero emission technologies, (2) reduce the carbon content of fuels and provide market support to get these lower-carbon fuels into the marketplace, (3) plan and build communities to reduce vehicular GHG emissions and provide more transportation options, and (4) improve the efficiency and throughput of existing transportation systems (Climate Change Scoping Plan Update, p. 46). The Scoping Plan Update does not include numerical standards regarding these strategies, nor does it impose the responsibility for achieving these metrics on local land use agencies lacking any legal authority (like the City of Riverside) to enforce them. Further, studies relied upon by CARB in developing the Scoping Plan Update conclude that achieving GHG emissions reductions of 80 percent below 1990 levels in 2050 would potentially require technology that is not yet available on the market. Finally, the Scoping Report confirms that achieving the 2050 GHG reduction goal would require statewide (i) reductions in electricity demand through energy efficient and zero net energy buildings, (ii) decarbonizing the transportation sector through increased reliance on fuel efficiency, electric and alternative fuel vehicles, and (iii) decarbonizing the state's electricity resource portfolio.

The Overlook Parkway Project does not involve new buildings or other "generators" of new trips, but instead would redistribute existing trips within the City. (DEIR p. 3.8-26.) Accordingly, the Project does not introduce new sources of emissions that might otherwise conflict with the Scoping Plan and the GHG reduction goals of the Executive Order. Further, and as shown in Table 3.8-7, the Overlook Parkway Project would result in no potentially significant GHG emissions (and would even cause net decreases in GHG emissions in some instances) as to all scenarios under the "Gates Closed Baseline;" as to Scenarios 2 and 4 under the "Gates Open Baseline;" and as to "Existing + Project" conditions for Scenarios 1 and 3 under the "Gates Open Baseline." This, too, shows that the Project would not conflict with the GHG reduction goals of the Executive Order and would, for those scenarios, actually move the area towards compliance with the GHG reduction targets by reducing GHG

emissions. Even as to the potentially significant GHG emission impacts identified by the DEIR for future conditions for Scenarios 1 and 3 under the “Gates Open Baseline,” the City finds that the overall Project would still be consistent with the Executive Order’s GHG reduction targets. This is because – consistent with the Scoping Plan’s goals – the Project would increase transportation options by providing bike lanes in the Overlook area. Additionally, the Project would further the Scoping Plan’s goals by providing a more efficiently functioning transportation network in the Overlook area of the City. Accordingly, and based on the all of the above, the Project would not impede the GHG reduction targets set forth in the Executive Order, and no potentially significant impacts with regard to applicable policies and regulations would result.

3.2.3.9 – Land Use and Aesthetics

Section 3.9.1, “Regulatory Setting,” – The regulatory section related to land use and the structure of the Riverside Municipal Code is revised by this Errata as follows:

- Section 3.9.1.3 “City of Riverside Municipal Code and ~~Zoning~~,” pages 3.9-13 – 3.9.16 —

~~a. Zoning~~

~~The Project vicinity comprises various residential zones, reflective of General Plan 2025 land uses. However, use regulations and development standards associated with the zones found within the Project vicinity are not applicable to the proposed Project, which includes only City infrastructure capital improvements.~~

~~b. Riverside Municipal Code~~

~~The proposed Project is subject to a number of other provisions, established in the RMC, that govern various aspects of Project development. In addition to zoning, tThe RMC includes regulations pertaining to: building and construction, grading, utility installation, landscaping, and the identification and treatment of cultural resources, among others.~~

Section 3.9.1.3 “City of Riverside Municipal Code,” page 3.9-14 — Grading Ordinance (Title 17)

Section 3.9.1.3 “City of Riverside Municipal Code,” page 3.9-14 — Zoning Code (Title 19)

The City’s Zoning Code is defined in Title 19 of the RMC. Zoning ordinances implement General Plan 2025 land use designations in a community by establishing use regulations and development standards for specific types of land use. The Project vicinity comprises various residential zones, reflective of General Plan 2025 land uses. However, use regulations and development standards associated with the zones found within the Project vicinity are not applicable to the proposed Project, which includes only City infrastructure capital improvements.

Section 3.9.1.3 "City of Riverside Municipal Code" page 3.9-14 – Cultural Resources Code (Title 20)

Section 3.9.1.3 "City of Riverside Municipal Code" page 3.9-15 – new section added as "Section 3.9.1.4 "County of Riverside – Dark Sky Regulations,"

Section 3.9.1.3 "City of Riverside Municipal Code" page 3.9-15 – section renumbered "Section 3.9.1.45 "Habitat Conservation Plans,"

Section 3.9.1.3 "City of Riverside Municipal Code" page 3.9-16 – section renumbered "Section 3.9.1.56 "Riverside County Airport Land Use Compatibility Plan,"

- Section 3.9.4.1 "Impact Analysis for Issue 1: Physically Divides an Established Community, Scenario 4", page 3.9-34 – "The Proposed "C" Street would be constructed to provide a connection to SR-91, reducing traffic congestion on existing roadways within neighborhoods near the Proposed "C" Street ~~the associated Project vicinity~~, and—as stated previously—help connect a community. Impacts associated with the physical division of an established community would be **less than significant**."
- Section 3.9.2.1.a, "Land Use," page 3.9-19 - The Project vicinity also includes a designated open space area for the Alessandro Arroyo, west of Sycamore Canyon Wilderness Park, and Victoria Avenue, a historic corridor and scenic parkway is located at the western edge of the Western Project Impact Area (PIA).
- Section 3.9.4.1, "Scenario 3," page 3.9-33 - According to the Land Use and Urban Design Element of the General Plan 2025, the connection of Overlook Parkway is an important connection between the Arlington Heights Greenbelt and Sycamore Canyon Wilderness Park.
- Section 3.9.5.1 "Impact Analysis," page 3.9-35 — **No impact would occur.**
- Section 3.9.5.1.b "Municipal Code," page 3.9-45 — Grading Code (Title 17)
- Section 3.9.5.1 "Impact Analysis for Issue 2: Plans, Policy, or Regulations, Consistency with the City of Riverside General Plan 2025 --- following the discussion of the Grading Code (Title 17), and prior to the discussion of the Cultural Resources Code (Title 20), the following discussion of the Zoning Code (Title 19) has been added for all scenarios and off-site improvements," page 3.9-46 –

Zoning Code (Title 19)

Scenarios 1–4 and Off-site

Zoning ordinances implement General Plan 2025 land use designations in a community by establishing use regulations and development standards for specific types of land use. The Project vicinity comprises various residential zones, reflective of General Plan 2025 land uses. However, use regulations and development standards associated with

the zones found within the Project vicinity are not applicable to the proposed Project, which includes only City infrastructure capital improvements. **No impacts** are identified.

- Section 3.9.5.1.c “County of Riverside Dark Sky Regulations,” page 3.9-48
- Section 3.9.5.1.d “Airport Land Use Plans,” page 3.9-49
- Section 3.9.5.2.a “Consistency with the City of Riverside General Plan 2025,” page 3.9-49 — The off-site improvements for all four scenarios were analyzed within the General Plan 2025 consistency table (Appendix H of the DEIR). Because the off-site improvements are limited to developed areas and involve signalization and restriping in existing intersections to improve traffic flow, the off-site improvements would be **consistent** with General Plan 2025 policies. **No impact** would occur.
- Section 3.9.5.2.b “Municipal Code,” pages 3.9-49-50 — Neither Scenario 1 nor 2 includes new improvements, grading, or other ground-disturbing activity, and would therefore not be in conflict with the City’s Grading Code, Zoning Code, Cultural Resources Code, or the City’s lighting-Dark-Sky regulations. **No impacts would occur.**

Grading associated with the fill section and bridge construction for Scenario 3 and the roadway improvements would be conducted in accordance with the City’s Grading Code, ~~lighting regulations~~ and the Cultural Resources Code. Scenario 4 would include grading associated with the fill section and bridge construction. Grading also would occur in conjunction with construction of the Proposed “C” Street. All proposed grading would be conducted in accordance with the City’s Grading Code, ~~lighting regulations~~ and the Cultural Resources Code. Scenarios 3 and 4 would not be subject to use regulations and development standards associated with the Zoning Code. Therefore, no environmental impacts related to consistency with these regulations would occur. ~~Off-site improvements, if implemented, would comply with the regulations in the City’s Cultural Resources Code; thus, these scenarios would not conflict with any of the regulations, and impacts would be less than significant.~~

be. Dark Sky Regulations

No street improvements would be constructed under Scenarios 1 and 2, and no new lighting would be employed. No impact would occur.

Lighting proposed in conjunction with roadways under Scenarios 3 and 4 would be required to comply with the City’s lighting regulations, which include the use of high-pressure sodium lighting for public roadway lighting and full-cutoff optics, if feasible, or partial shielding to minimize spill light into the night sky and onto adjacent properties. Through implementation of these requirements, Scenarios 3 and 4 would be consistent with the dark sky regulations, and impacts would be less than significant.

If new or relocated lighting is needed in order to accommodate off-site improvements, all lighting would be required to comply with the City’s lighting

regulations, described above. Through implementation of these requirements, the off-site improvements under each scenario would be consistent with the dark sky regulations, and impacts would be less than significant.

- Section 3.9.5.2 "Significance of Impacts," page 3.9.50 – Section 3.9.5.2.ed, "Airport Land Use Plans."

3.2.3.10 – Noise

- Section 3.10.4.2 Significance of Impacts, "Future Traffic Noise – Existing Roadways," page 3.10-44 - There are existing walls located adjacent to these segments of Overlook Parkway, ~~Victoria Avenue~~, and Washington Street, as well as along Victoria Avenue, northeast of Washington Street. Traffic noise impacts adjacent to Overlook Parkway and Victoria Avenue would be less than significant.
- Section 3.10.5.3 "Mitigation, Monitoring, and Reporting," page 3.10-48 — Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Impacts under Scenarios 3 and 4 would remain significant and unavoidable.

3.2.3.11 – Transportation/Traffic

Within Section 3.11, Transportation/Traffic, the text has been modified to better distinguish between regionally diverted and local cut-through traffic. Also in Transportation/Traffic, the discussion of off-site improvements has been modified for clarity. Therefore, the following revisions have been made for consistency:

- Transportation/Traffic, Section 3.11.1.3.b "Local," page 3.11-7 — Policy CCM-4.2 has been edited to correct Dufferin Avenue and now reads as follows: Analysis of the fore mentioned connection route should at a minimum include the area bounded by Mary Street, Adams Street, Dufferin ~~Street~~Avenue, and SR-91.
- Section 3.11.4.a "Issue 1: Circulation System - Methodology," page 3.11-41 — A second paragraph has been added to Methodology which reads as follows: It should also be noted that the "off-site improvements" analyzed throughout the EIR are the intersection-related mitigation measures which are intended to reduce impacts under each scenario (detailed at the end of this section). Thus, the off-site improvements are not analyzed under Issue 1. However, the off-site improvements are analyzed against other transportation/traffic issues in this section (i.e., Issues 2–5).
- Section 3.11.4.1(a) "Impact Analysis, City of Riverside Significance Criteria," pages 3.11-45 - 96 have been modified to correct that the intersection of Overlook Parkway/Orozco Drive is currently a four-way stop, not a two-way stop as analyzed. The stop sign was in place at the time the NOP was released (originally installed in 2005), however was not identified as such in the DEIR. In reviewing the analysis, it was determined that with a four-way stop, mitigation measures would no longer apply for

Scenario 4 as detailed below. No new impacts were identified, and in some cases, an impact does not exist or is reduced from what was described.

In 2011 Existing Plus Project Analysis:

- Scenario 4 compared to the Gates Closed baseline (Table 3.11-13, page 3.11-53): At intersection number 28, Overlook Parkway and Orozco Drive, there is no impact with the current four-way stop sign (a significant impact was previously shown). Thus, mitigation previously identified on page 3.11-114 (**MM-S4-INT-4**: Modify intersection to a four-way stop) would no longer apply.
- Scenario 4 compared to the Gates Open baseline (Table 3.11-19, page 3.11-63): At intersection number 28, Overlook Parkway and Orozco Drive, there is no impact with the current four-way stop sign (a significant impact was previously shown). Thus, mitigation previously identified on page 3.11-115 (**MM-S4-INT-4**: Modify intersection to a four-way stop) would no longer apply.

In 2035 Analysis:

- Scenario 4 compared to the Gates Closed baseline (Table 3.11-27, page 3.11-78): At intersection number 28, Overlook Parkway and Orozco Drive, there is no impact in the AM peak hour (a significant impact was previously shown). The significant impact in the PM peak hour remains. Mitigation identified on page 3.11-131 (**MM-S4-INT-14**) remains the same, which would reduce impacts to less than significant.
- Scenario 4 compared to the Gates Open baseline (Table 3.11-35, page 3.11-93): At intersection number 28, Overlook Parkway and Orozco Drive, there is no impact in the AM peak hour (a significant impact was previously shown). The significant impact in the PM peak hour remains. Mitigation identified on page 3.11-140 (**MM-S4-INT-14**) remains the same, which would reduce impacts to less than significant.
- Section 3.11.5.1 “Issue 2: Conflict with Congestion Management Programs,” page 3.11-158 and page 3.11-162 — Text has been removed from the discussion of Issue 1 and reworked into a discussion of potential impacts from off-site improvements under Issue 2. An additional discussion of off-site improvements has been added following the discussion of Scenarios 1-4, as noted in the revised Methodology section. This text reads as follows:

○ ~~Off site~~

- ~~Victoria Avenue has been identified as an historical resource pursuant to Section 15064.5 of the CEQA Guidelines.~~
- Off-site

The TIA prepared for the Project indicates that off-site improvements, such as signalizing intersections or adding turn lanes, are needed at key intersections to accommodate flows and mitigate LOS impacts under all four scenarios. Proposed mitigation measures include alterations to the following intersections: Washington

Street at Victoria Avenue; Madison Street/Proposed “C” Street at Victoria Avenue; Arlington Avenue at Victoria Avenue; and Mary Street at Victoria Avenue. The lane configurations at these intersections have been reviewed to ensure that the intersection improvements can be accommodated. Conceptual design plans have also been developed for intersections at Washington Street and Victoria Avenue and Madison Street and Victoria Avenue. These improvements would not conflict with the County of Riverside CMP, as these improvements are aimed at improving traffic flow at intersections which would operate at an unacceptable LOS. Impacts would be **less than significant**.

- Section 3.11.4.c “Regionally Diverted Traffic ~~Potential Cut-through Traffic~~,” page 3.11-96 — The City does not have adopted thresholds governing potential regionally diverted traffic ~~cut-through traffic~~ and evaluates traffic impacts based on LOS standards; however, each scenario was evaluated in the TIA for the potential to cause an increase in regionally diverted traffic ~~cut-through traffic~~ in the Project vicinity in order to provide the most complete information disclosure possible. Regionally diverted traffic refers to new vehicles coming into the Project vicinity that would use arterial roadways within the City instead of highways to arrive at their ultimate destination, but does not include residents that reside in the Project vicinity.
- Section 3.11.4.c “Regionally Diverted Traffic,” page 3.11-97 — Since Scenarios 3 and 4 would add new arterial east-west roadway(s) not currently available to drivers, the potential for regionally diverted ~~cut-through traffic~~ exists.
- Section 3.11.4.c “Regionally Diverted Traffic,” page 3.11-97 — Any new regionally diverted traffic ~~cut-through traffic~~ would eventually enter or leave the area via roads on the east of the study area; this analysis focuses on east-west facilities that are generally parallel to Overlook Parkway.
- Section 3.11.4.c “Regionally Diverted Traffic,” page 3.11-97 — The analysis shows that for both 2011 and 2035 conditions, the projected regionally diverted traffic ~~cut-through traffic~~ volumes are low. As explained below, new potential regionally diverted traffic ~~cut-through traffic~~ entering the area is low overall; however, Scenario 3 would have less cut-through traffic compared to Scenario 4.
- Section 3.11.4.3.a “City of Riverside Significance Criteria,” page 3.11-108 — Additional background and explanation was added to the discussion of City Significance Criteria. This section now includes the following text to be inserted after the first paragraph:

The General Plan 2025 FEIR studied future roadway link operations. Several roadway links in this study were projected to operate at an unacceptable LOS. As detailed in the General Plan 2025 FEIR (Page 5.15-33):

As described in [Table 5.15-J], some roadway [links] which are identified in the General Plan Transportation Study as operating at LOS E or F at build-out may be improved under other projects, such as CETAP. Others are currently being evaluated through studies funded in the CIP or otherwise. In some cases, it appears that the General Plan

traffic analysis, which is done at a programmatic regional scale, cannot evaluate some localized details which will likely cause impacts to be found to be less than significant when [Mitigation Measure] Trans 1 is implemented.

Finally, in certain cases, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate regional cut-through traffic, or to accommodate local traffic in key areas, would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation.

Segments of Alessandro Boulevard and Arlington Avenue are examples of roadways that would not be built larger just to accommodate regionally diverted traffic (see Table 5.15-J in the General Plan 2025 FEIR).

- Section 3.11.4.3 “Mitigation, Monitoring, and Reporting (a) Scenario 3 Intersections,” page 3.11-115 – This scenario would have a significant impact at one location (**S3-INT-1**).
- Section 3.11.4.3 “Mitigation, Monitoring, and Reporting (a) Scenario 4 Intersections,” page 3.11-115 – This scenario would have a significant impact at five locations (**S4-INT-4** through **S4-INT 8**).
- Section 3.11.5.1 “Impact Analysis,” page 3.11-158 — Segments of Alessandro Boulevard and Arlington Avenue are examples of roadways that would not be built larger just to accommodate regionally diverted ~~cut through~~ traffic (see Table 5.15-J in the General Plan 2025 FEIR).
- Section 3.11.5.2 “Significance of Impacts,” page 3.11-162 — Off-site improvements would not conflict with the County of Riverside CMP, as these improvements are aimed at improving traffic flow at intersections which would operate at an unacceptable LOS. Impacts would be less than significant.
- Section 3.11.5.3 “Mitigation, Monitoring, and Reporting,” page 3.11-162 — Mitigation for roadway links was determined to be infeasible. The General Plan 2025 recognizes these CMP roadway links as locations that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.
- Section 3.11.5.4 “Significance after Mitigation,” page 3.11-162 — All scenarios would impact Arlington Avenue and Alessandro Boulevard in 2011 and/or 2035. The General Plan 2025 recognizes these CMP roadway links as locations that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. ~~Because the City would not implement further improvements to accommodate regional traffic on all CMP facilities, therefore~~ mitigation was determined to be infeasible. The Project would have **significant and unavoidable** impacts on CMP facilities:

- Section 3.11.5.4 “Significance after Mitigation,” page 3.11-163 — Off-site improvements would not conflict with the County of Riverside CMP, as these improvements are aimed at improving traffic flow at intersections which would operate at an unacceptable LOS. Impacts would be less than significant.
- Section 3.11.6.1 “Impacts,” page 3.11-167 —

Off-site

The TIA prepared for the Project indicates that off-site improvements, such as signalizing intersections or adding turn lanes, are needed at key intersections to accommodate flows and mitigate LOS impacts under all four scenarios. Proposed mitigation measures include alterations to the following intersections: Washington Street at Victoria Avenue; Madison Street/Proposed “C” Street at Victoria Avenue; Arlington Avenue at Victoria Avenue; and Mary Street at Victoria Avenue. The lane configurations at these intersections have been reviewed to ensure that the intersection improvements can be accommodated. Conceptual design plans have also been developed for intersections at Washington Street and Victoria Avenue and Madison Street and Victoria Avenue. These improvements to intersections would not result in inadequate emergency access; rather, the signalization of these intersections would likely improve emergency access. These intersections are currently unsignalized, which generally takes emergency responders longer to get through as compared to signalized intersections. Thus, impacts associated with emergency access would be **less than significant**.

- Section 3.11.6.2 “Significance of Impacts,” page 3.11-167 — The off-site improvements associated with each scenario would likely improve emergency access. These intersections are currently unsignalized, which generally takes emergency responders longer to get through as compared to signalized intersections. Thus, impacts associated with emergency access would be less than significant.
- Transportation/Traffic, Section 3.11.7 “Issue 4: Traffic Hazards – Impacts – Scenario 4,” page 3.11-169 — As a result of this new roadway, other Project components are required, including: a cul-de-sac and vacated road along Washington Street from Engle Drive to just north of the existing Overlook Parkway and Washington Street intersection; a cul-de-sac and vacated road along Dufferin Avenue west of the Proposed “C” Street; the realignment of Lenox Avenue/Greylock Avenue to provide a connection to the new alignment for the Proposed “C” Street and existing Washington Street; and the vacation of a portion of Madison Avenue ~~Street~~ and a realignment and intersection with the Proposed “C” Street.
- Transportation/Traffic, Section 3.11.7 “Issue 4: Traffic Hazards—Impacts – Scenario 4,” page 3.11-170 — Finally, the construction of the Proposed “C” Street also requires intersection improvements at Victoria Avenue and Madison Street-Avenues.

- Transportation/Traffic, Section 3.11.7.2 “Significance of Impacts,” page 3.11-172 — Scenarios 1 and 2 would not include the construction of new roadways. If Scenario 1 is implemented, permanent signs would remain near the gates and Overlook Parkway that clearly indicate dead end streets. Impacts would be less than significant.

Throughout 3.11 – Transportation/Traffic, Sycamore Canyon Road has been corrected to Sycamore Canyon Boulevard and Plummer Street has been corrected to Plummer Road in the following locations: Segments 8 & 9 on Table 3.11-3 on page 3.11-37, Table 3.11-5 on page 3.11-39, Table 3.11-7 on page 3.11-44, Table 3.11-10 on page 3.11-49, Table 3.11-12 on page 3.11-52, Table 3.11-14 on page 3.11-55, Table 3.11-16 on page 3.11-58, Table 3.11-18 on page 3.11-61, Table 3.11-20 on page 3.11-64, Table 3.11-22 on page 3.11-68, Table 3.11-24 on page 3.11-72, and Table 3.11-26 on page 3.11-76. It has also been corrected in the text on page 3.11-71, 3.11-73 and 3.11-77.

3.2.4 – Cumulative Impacts

With the clarification of the Dark Sky Regulations in the regulatory setting for land use, corresponding edits were made to Cumulative, Section 4.9, “Land Use and Aesthetics,” page 4-16 - The Proposed “C” Street under Scenario 4 would include a roadway, along with new volumes of traffic within a predominantly agricultural area. However, the addition of street lights along Proposed “C” Street would not create a new substantial source of light and glare, as high-pressure sodium lighting for public roadway lighting and full-cutoff optics would be required pursuant to the City’s lighting regulations, limiting the amount of light that could spill onto adjacent properties or into the night sky. The Proposed “C” Street would ~~therefore not~~ result in significant impacts associated with ~~both~~ visual character ~~and or~~ light and glare. ~~No viable mitigation for this impact exists.~~

3.2.5 – Growth Inducement

With the clarification of the terminology for transportation, corresponding edits were made to Growth Inducement, Section 5.2, “Indirect Growth-inducing Impacts in the Surrounding Environment,” page 5-4 – The analysis examined the numbers of new vehicles coming into the Project vicinity that can be attributed to cut-through traffic (traffic that comes into the area that did not come to this area before). Specifically, the daily traffic volume changes between Scenarios 3 and 4 were analyzed against the Gates Open baseline, for both Year 2011 and Year 2035 conditions. The Gates Closed baseline was not analyzed because the intent of the analysis for Scenarios 3 and 4 was to evaluate regionally diverted traffic, which would be prevented if the gates were closed. It should be noted that the differences in volumes was negligible when comparing Scenarios 1 and 2 (Gates Closed v. Gates Open).

3.2.6 – Significant Unavoidable Environmental Effects/Irreversible Changes

- No changes made.

3.2.7 – Effects Found Not to be Significant

- Section 7.1 “Hazardous Materials and Public Health,” page 7-1 – a hazardous materials threshold inadvertently left out of the list of thresholds has been included as follows: 8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? This threshold was considered in the environmental analysis (see Appendix B of the DEIR) and was determined to have no impact.
- Section 7.1 “Hazardous Materials and Public Health,” page 7-2 – had been revised to specify that contract specifications address the use of hazardous materials during construction. – During construction activities for Scenarios 3 and 4, there may be small quantities of hazardous materials associated with construction equipment such as fuels, lubricants, and solvents. City of Riverside standards and policies regarding the use of hazardous material would be followed. The City uses the 2012 Edition of the Standard Specifications for Public Works Construction Greenbook. Contract specifications for construction projects require contractors to follow the requirements in that book. In particular, Section 7-10.4.4 requires the strict adherence by the contractor to the California Division of Industrial Safety in regard to the use of hazardous materials. The contractors are also required to adhere to all existing state and federal laws, which would include the proper disposal of hazardous materials. The Project does not include the permanent use of hazardous materials; therefore, impacts associated with the potential short-term use of hazardous materials during construction would be considered not significant.
- Section 7.1 “Hazardous Materials and Public Health,” page 7-3 – The Western Project Impact Area (PIA) associated with Scenario 4 is located within the AIA of the Riverside MunicipalCounty Airport.

3.2.8 – Project Alternatives

- No changes made.

3.2.9 – References Cited

- References, Section 9.0 has been updated to include the references added in response to Master Response #12: Agricultural/Citrus Groves west of Washington Street and #13: Emergency Access and Response Times and Concerns about Crime and Safety. It has also been updated to include a reference added to support a response on the purpose of the EPA in response to comment L-28:
Brandon, Pauline Mazzetti
1962 "The History of the Gage Canal Company of Riverside: A Story of the
Development of Arid Land in California." Unpublished MS.
City of Riverside Community Development Department
2013 Citrus Groves, personal communication with Teri Delcamp, Historic
Preservation Senior Planner, July 31, 2013.

Environmental Protection Agency (EPA)

2015 Clean Air Act Requirements and History.
<http://www.epa.gov/air/caa/requirements.html>. Accessed June 15, 2015.

Keller, Jean

1999 "A Phase I Cultural Resources Assessment of Tentative Parcel Map 29477: 20.5 Acres of Land in the City of Riverside, Riverside County, California, USGS Riverside West, California Quadrangle 7.5' Series." Unpublished MS.

Lawton, Harry W.

1987a "Selected Newspaper Accounts of Riverside's Chinese Settlers." In Wong Ho Leun: An American Chinatown, vol. 1. Edited by Great Basin Foundation. San Diego, CA: Great Basin Foundation, pp. 267-285.

1987b "A Selected Chronological History of Chinese Pioneers in Riverside and the Southern California Citrus Belt." In Wong Ho Leun: An American Chinatown, vol. 1. Edited by Great Basin Foundation. San Diego, CA: Great Basin Foundation, pp. 53-140.

Patterson, Tom.

1996 A Colony for Riverside: Second Edition 1996. Riverside, CA: the Museum Press of the Riverside Museum Associates.

Riverside Police Department

2013 2009-2012 Comparison, personal communication with Traci Dosé, Supervising Crime Analyst, June 20, 2013.

Riverside Public Utilities

2015 Overlook EIR -- Santa Ana Sucker Fish, personal communication with Kevin S. Milligan, Utilities Deputy General Manager, October 2.

Wormser, Paul.

1987 "Chinese Agricultural Labor in the Citrus Belt of inland Southern California." In Wong Ho Leun: An American Chinatown, vol. 1. Edited by Great Basin Foundation. San Diego, CA: Great Basin Foundation, pp. 173-191.

3.2.10 – Individuals and Agencies Consulted

- No changes made.

3.2.11 – Certification

- No changes made.

3.2.H – Appendix H

Appendix H contains the land use policy consistency table. The header on alternating pages has been corrected to reflect the correct project title.

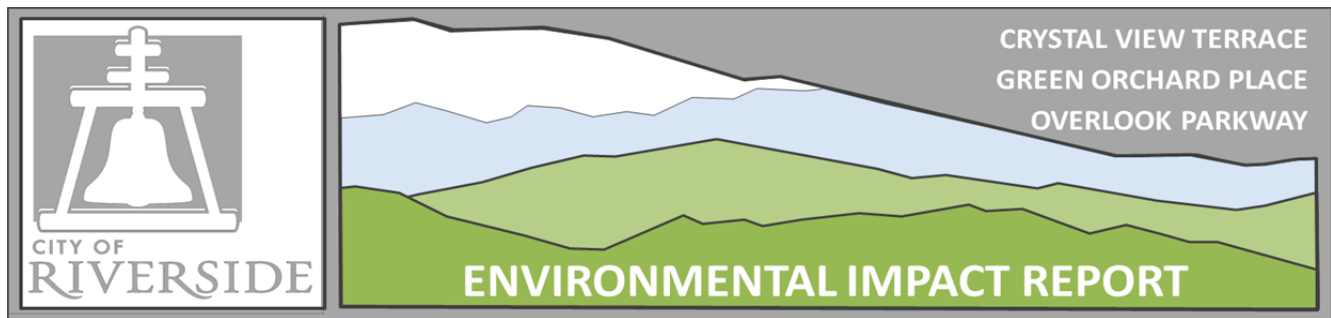
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ATTACHMENTS

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ATTACHMENT A

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**NOTICE OF COMPLETION OF
DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)
CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT (P11-0050)
FOR THE CITY OF RIVERSIDE, CALIFORNIA
(SCH NO. 2011021028)
REVISED**

PROJECT DESCRIPTION: The Project includes four scenarios, each of which represents an alternative set of actions intended to help resolve potential vehicular circulation issues associated with the gates on Crystal View Terrace and Green Orchard Place; address the connection of Overlook Parkway easterly to Alessandro Boulevard; and potentially provide for a future connection to the SR-91. The DEIR fully analyzes all four circulation scenarios that are described in detail in Section 2.6.

- **Scenario 1 - Gates closed to through traffic, no connection of Overlook Parkway:** Under Scenario 1, both Crystal View Terrace and Green Orchard Place gates would remain in place and be closed until Overlook Parkway is connected to the east across the Alessandro Arroyo, to Alessandro Boulevard, and a connection westerly of Washington Street is built.
- **Scenario 2 - Gates removed, no connection of Overlook Parkway:** Under Scenario 2, the gates at both Crystal View Terrace and Green Orchard Place would be removed, and there would be no connection of Overlook Parkway across the Alessandro Arroyo at this time. Overlook Parkway would remain on the Master Plan of Roadways (Figure CCM-4) in the General Plan 2025 for future buildout, but certain policies in the General Plan 2025 concerning the gates would need to be modified. In addition, relevant project conditions and mitigation measures for Tract Maps TM-29515 and TM-29628 will also need to be amended.
- **Scenario 3 - Gates removed, Overlook Parkway connected:** Under Scenario 3, the gates at Crystal View Terrace and Green Orchard Place would be removed and Overlook Parkway would be connected over the Alessandro Arroyo. This scenario would require a General Plan amendment to remove policies addressing the potential connection route between Washington Street and State Route 91 prior to completing Overlook Parkway across the arroyo.
- **Scenario 4 - Gates removed, Overlook Parkway connected, and Overlook Parkway extended westerly:** Under Scenario 4, both Crystal View Terrace and Green Orchard Place gates would be removed and Overlook Parkway would be connected over the Alessandro Arroyo and east to Alessandro Boulevard. In addition, a new road (Proposed C Street) would be constructed west of Washington Street to provide a connection to SR 91. The Proposed C Street would extend approximately one mile from Washington Street north and west ending at the intersection of Madison Street and Victoria Avenue and adjacent roadways would be realigned.

The discretionary actions associated with the proposed project include: approval of one of the scenarios described for the proposed project and certification of the Draft EIR. In addition, for Scenarios 2 and 3 the City would be required to approve an amendment to the General Plan 2025 to modify and/or delete one or more of the policies in the General Plan 2025. Scenario 2 also requires revisions to conditions and/or mitigation measures for Tract Maps TM-29515 and TM-29628 and if selected this document will serve as the additional CEQA analysis required for these maps.

NOTES: *It should be noted that this project has been tentatively reviewed by the Airport Land Use Commission (ALUC) and will require a hearing before the ALUC depending on what scenario is chosen. In addition, Tribal Consultations have been conducted.*

PROJECT LOCATION: The proposed Project involves the local roadway system in the eastern portion of the City of Riverside (City). Specifically, Crystal View Terrace, Green Orchard Place, and Overlook Parkway are all located south of SR-91 and west of I-215. The project area is bounded by State Route 91 (SR-91) and Arlington Avenue to the north, Alessandro Boulevard and Trautwein Road to the east, Hermosa Drive and John f. Kennedy Drive to the south and Adams Street to the west.

SIGNIFICANT EFFECTS: All potential significant impacts could be mitigated to less than significant levels through mitigation identified in the Draft EIR, except for those related to the land use (policy inconsistency) for all scenarios, cultural resources (historic) for Scenario 4, noise (future traffic noise) for Scenarios 3 and 4; and transportation/traffic (intersections and links) for all scenarios. Off-site intersection improvements for all scenarios have the potential result in significant and unavoidable impacts; however, whether to implement off-site improvements is under the discretion of the decision-making body, and those improvements are not part of the proposed project.

HAZARDOUS WASTE SITES: Pursuant to Section 15087c6 of the Guidelines for California Environmental Quality Act there are no hazardous waste sites within the project area reviewed by this Draft EIR.

WORKSHOP: The City of Riverside will hold a public workshop on the Draft EIR with the Transportation Board and City Planning Commission on January 9, 2013 beginning at 6:00 p.m. in the County Board of Supervisor's Room located at 4080 Lemon Street, Riverside, CA 92501, 1st floor. Parking is available in the lot outside the Supervisors's Room and in also in the adjacent parking structure.

PROJECT CONTACT: Diane Jenkins, AICP, Principal Planner

PHONE: (951) 826-5625

E-MAIL: DiJenkins@riversideca.gov

PUBLIC REVIEW AND WRITTEN COMMENTS: The review period for submitting written comments on the Draft EIR pursuant to State CEQA Guidelines Section 15088 commences on December 4, 2012 and will close on **March 1, 2013** at 5:00 p.m. Written responses to any comments submitted within this period will be made by the City and included in the Final EIR provided to the City Council. All written comments should be directed to Diane Jenkins, AICP, Principal Planner at the address below. Comments may also be submitted via e-mail. Pursuant to State law, no written response to comments received after **March 1, 2013** at 5:00 p.m. is required. If you have any questions regarding the project or the Draft EIR, please contact Diane Jenkins, AICP by e-mail or phone as indicated above.

Comments should be addressed to: Diane Jenkins, AICP, Principal Planner
City of Riverside, Planning Division
3900 Main Street, 3rd Floor
Riverside, CA 92522

DOCUMENT AVAILABILITY: The Draft EIR is available for purchase (CD's are free) at the City Planning Division, located at the address above, and may also be viewed on the City's website at <http://www.riversideca.gov/planning/eir.asp>, as well as at the City libraries as indicated below.

Casa Blanca Branch Library
2985 Madison Street, 92504

Main Branch Library
3581 Mission Inn Avenue, 92501

Orange Terrace Branch Library
20010-A Orange Terrace Parkway, 92508

PUBLIC HEARING: A public hearing with the City Planning Commission will be held on a date yet to be determined. Notices of the public hearing will be mailed to all interested parties. Decisions of the City Planning Commission are appealable to the City Council within ten calendar days following the respective meeting date. Appeal procedures are available from the Planning Division.

Interested persons are invited to appear at the hearing to express their opinions on the above matter.

If you challenge the above proposed action in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Division at, or prior to, the public hearing.

Call 1-800-880-0345 or e-mail: legals@pe.com

FOR PROPOSALS
**Agricultural Assets and
Solar Energy Facility**
of Cohello Indians, the
Department of Commerce/
qualified entities to conduct
feasibility studies for the
development of a
solar energy facility.
There is a feasibility study of
economic development op-
eration. Reservation. The study
is limited to:

is the request for an
Tribal Administrator T
-2700 Fax: (951) 659-22

LOCAL IMPACT REPORT
ORANGE-GREEN ORCHARD
PARKWAY PROJECT
(11-0250)
RIVERSIDE, CALIFORNIA
D. 201/9218202
REVISED

IGN: The Project includes represents an additional responsive project vehicle with the gates on the Orchard Place; other Parkway easility to Ale provide for a future DEIR fully analyzes all are described in detail in

is closed to through Trilob Parkway; Under a new Terrain and Green is remain in place and be Parkway is connected to a Pandora Arroyo; to Ale connection westerly of

[illegible][illegible][illegible]

of Riverside will hold a public EIR with the Transportation Commission on Jan. 10, 2012, at 4:00 p.m. in the County Boardroom at 4060 Lemon Street. Parking is available in the Boardroom and also in the adjacent parking lot.

Diane Jenkins, AICP, Planning Director
planning@riversideca.gov

Branch Library
11th Avenue, 92501

NOTICE What he
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type to object
your call.
Use it to make
stand out from
1-800-514-725
for tips on how
your ad get not

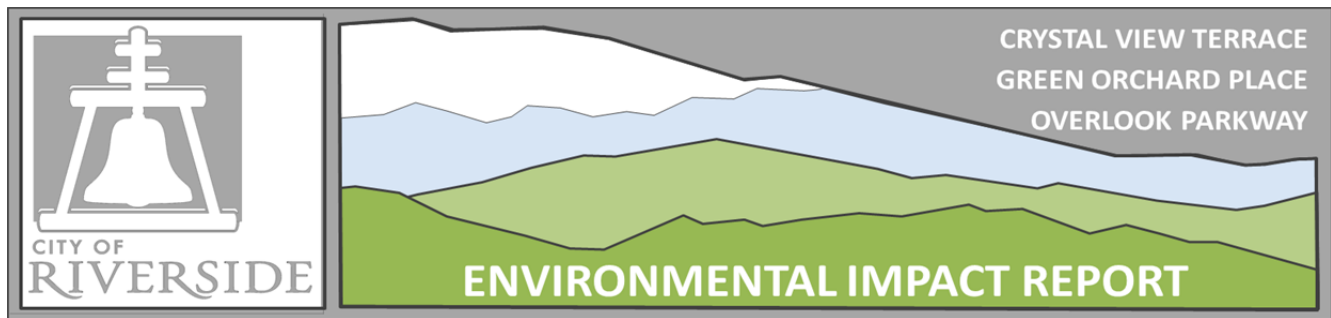
ATTENTION ABOUT THE EVIDENTIARY HEARING
 Hear information on the evidentiary hearing process. Informally protest this application as a Customer's Public Advisor's Office at the address or e-mail concerning GCE at A-12-04-015, et al. All public assigned AGJ, and other line divisions will be involved in the Commission's Formal File Office proceedings.

The Public Advisor's Office
 California Public Utilities Commission
 905 Van Ness Avenue, Room 2103
 San Francisco, CA 94102
 E-Mail: Public_Advisor@cpuc.ca.gov

Telephone: (415) 703-7074 or toll free 1-866-477-4113
TTY: (415) 703-5282 or toll free 1-866-477-4113

ATTACHMENT B

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**NOTICE OF HEARING BEFORE THE CITY PLANNING COMMISSION OF
DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT (P11-0050)
FOR THE CITY OF RIVERSIDE, CALIFORNIA
(SCH NO. 2011021028)**

PROJECT DESCRIPTION: The Project includes four scenarios, each of which represents an alternative set of actions intended to help resolve potential vehicular circulation issues associated with the gates on Crystal View Terrace and Green Orchard Place; address the connection of Overlook Parkway easterly to Alessandro Boulevard; and potentially provide for a future connection to the State Route 91 (SR-91). The DEIR fully analyzes all four circulation scenarios that are described in detail in Section 2.6.

- **Scenario 1 - Gates closed to through traffic, no connection of Overlook Parkway:** Under Scenario 1, both Crystal View Terrace and Green Orchard Place gates would remain in place and be closed until Overlook Parkway is connected to the east across the Alessandro Arroyo, to Alessandro Boulevard, and a connection westerly of Washington Street is built.
- **Scenario 2 - Gates removed, no connection of Overlook Parkway:** Under Scenario 2, the gates at both the Crystal View Terrace and Green Orchard Place would be removed, and there would be no connection of Overlook Parkway across the Alessandro Arroyo at this time. Overlook Parkway would remain on the Master Plan of Roadways (Figure CCM-4) in the General Plan 2025 for future buildout, but certain policies in the General Plan 2025 concerning the gates would need to be modified. In addition, relevant project conditions and mitigation measures for Tract Maps TM-29515 and TM-29628 will also need to be amended.
- **Scenario 3 - Gates removed, Overlook Parkway connected:** Under Scenario 3, the gates at Crystal View Terrace and Green Orchard Place would be removed and Overlook Parkway would be connected over the Alessandro Arroyo. This scenario would require a General Plan amendment to remove policies addressing the potential connection route between Washington Street and SR-91 prior to completing Overlook Parkway across the arroyo.
- **Scenario 4 - Gates removed, Overlook Parkway connected, and Overlook Parkway extended westerly:** Under Scenario 4, both the Crystal View Terrace and Green Orchard Place gates would be removed and Overlook Parkway would be connected over the Alessandro Arroyo and east to Alessandro Boulevard. In addition, a new road (Proposed C Street) would be constructed west of Washington Street to provide a connection to SR-91. The Proposed C Street would extend approximately one mile from Washington Street north and west ending at the intersection of Madison Street and Victoria Avenue and adjacent roadways would be realigned.

The City Planning Commission will make recommendations on the DEIR to the City Council who will make the necessary discretionary actions associated with the proposed project including: approval of one of the scenarios described for the proposed project and certification of the Draft EIR. In addition, for Scenarios 2 and 3 the City would be required to approve an amendment to the General Plan 2025 to modify and/or delete one or more of the policies in the General Plan 2025. Scenario 2 also requires revisions to conditions and/or mitigation measures for Tract Maps TM-29515 and TM-29628 and if selected this document will serve as the additional CEQA analysis required for these maps.

NOTES: *It should be noted that this project has been tentatively reviewed by the Airport Land Use Commission (ALUC) and will require a hearing before the ALUC depending on what scenario is chosen. In addition, Tribal Consultations have been conducted.*

PROJECT LOCATION: The proposed Environmental Impact Report (EIR) and General Plan (GP) Amendment serves as the analysis required by General Plan 2025 Policy CCM-4.2, and therefore the project study area of the EIR is generally bounded by John F. Kennedy Drive and Hermosa Drive to the south, Adams Street and SR-91 to the west, Arlington Avenue to the north, and Alessandro Boulevard and Trautwein Road to the east and is approximately 7,500-acres in size. The land uses in the Project vicinity primarily include agricultural, rural residential, hillside residential, and very low density residential. The residential land uses near Crystal View Terrace and Green Orchard Place are categorized as hillside residential and very low density. A greater variety and intensity of land uses occurs between Victoria Avenue and SR-91, including commercial and higher density residential uses. Alessandro Boulevard, Arlington Avenue, Adams Street, Trautwein Road, and SR-91 are roadways that border the Project vicinity. The Project vicinity also includes Victoria Avenue, a historic corridor (National Register Landmark) and designated "Scenic Boulevard," "Special Boulevard" and "Parkway" on the Circulation and Community Mobility Element for the General Plan 2025.

SIGNIFICANT EFFECTS: All potential significant impacts could be mitigated to less than significant levels through mitigation identified in the Draft EIR, except for those related to the land use (policy inconsistency) for all scenarios, cultural resources (historic) for Scenario 4, noise (future traffic noise) for Scenarios 3 and 4; and transportation/traffic (intersections and links) for all scenarios. Off-site intersection improvements for all scenarios have the potential result in significant and unavoidable impacts; however, whether to implement off-site improvements is under the discretion of the decision-making body, and those improvements are not part of the proposed project.

HAZARDOUS WASTE SITES: Pursuant to Section 15087c6 of the Guidelines for California Environmental Quality Act there are no hazardous waste sites within the project area reviewed by this Draft EIR.

PUBLIC HEARINGS: The City of Riverside will hold a formal public hearing with the City Planning Commission on the above noted project and the Environmental Impact Report on June 6, 2013 at 6:00 p.m..

PROJECT CONTACT: Diane Jenkins, AICP, Principal Planner

PHONE: (951) 826-5625

E-MAIL: DiJenkins@riversideca.gov

PUBLIC REVIEW AND WRITTEN COMMENTS: Copies of the Draft Environmental Impact Report have been available for inspection and/or purchase at the Planning Division of the Community Development Department, City Hall, 3900 Main Street, Riverside and also on the City's website at <http://www.riversideca.gov/planning/eir.asp> since December 12, 2012. As well, the document was also made available at the following libraries:

Casa Blanca Branch Library
2985 Madison Street, 92504

Main Branch Library
3581 Mission Inn Avenue, 92501

Orange Terrace Branch Library
20010-A Orange Terrace Parkway, 92508

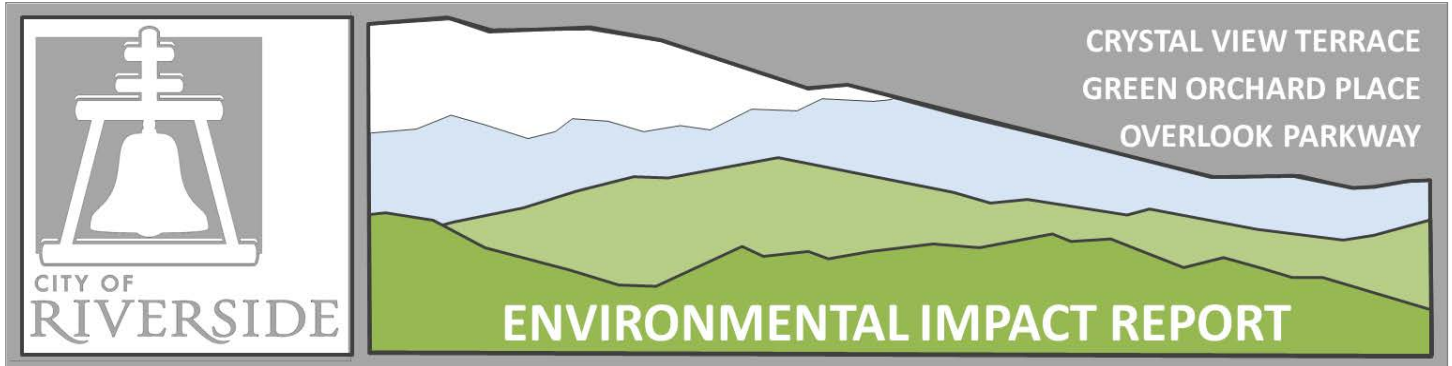
Any comments must be submitted, in writing, on or before June 6, 2013 to the following address.

City of Riverside, Community Development Department
Planning Division
Attn: Diane Jenkins, AICP, Principal Planner
3900 Main Street
Riverside, CA 92522

Decisions of the City Planning Commission are appealable to the City Council within ten calendar days of the meeting date. Appeal procedures are available from the Planning Division of the Community Development Department.

Interested persons are invited to appear at the hearing to express their opinions on the above matter.

If you challenge any of the above proposed actions in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Division of the Community Development Department of the City of Riverside at, or prior to, the public hearing.



Frequently Asked Questions about the Draft EIR

What is the EIR process and how can I provide input?

The Draft Environmental Impact Report (EIR) analyzes the changes or impacts to the physical environment, as well as any mitigation that is feasible to avoid or reduce significant environmental impacts. The California Environmental Quality Act (CEQA) requires that the City Council consider public input before considering an EIR for certification. All comments addressing the adequacy of the Draft EIR that are received during the public comment period will be responded to in writing and will become a part of the official record for this project. The Draft EIR will be available for public review from December 4, 2012 through February 1, 2013. During this time, written comments can be:

- hand-delivered or mailed to the Planning Division located at 3900 Main Street, 3rd Floor, Riverside, CA 92522
- e-mailed to DIJENKINS@riversideca.gov
- submitted at meetings for this project: the Casa Blanca Community Group Meeting on December 12th at 7:00 P.M. at Villegas Park, the Orange Terrace Community Group Meeting on December 13th at 6:00 P.M. at Orange Terrace Community Center, and the joint Transportation Board/Planning Commission Workshop on January 9, 2013 at 6:00 P.M. at the County Board of Supervisors' Chambers.

Which scenario is recommended?

Four scenarios are analyzed in the Draft EIR to provide a comprehensive examination of the circulation options. A preferred scenario has not been identified or recommended. The decision to select a preferred scenario is expected to be made by the City Council at a public hearing expected to be held in the Spring of 2013.

If Overlook Parkway isn't going to be connected in Scenarios 1 and 2, why leave it on the Master Plan of Roadways?

The Project builds on the comprehensive planning process for the General Plan 2025. The connection of Overlook Parkway is considered an important parkway connection between the Arlington Heights Greenbelt and Sycamore Canyon Park in the General Plan 2025. Should the City Council decide to remove the connection of Overlook Parkway from the General Plan 2025 a new Traffic Impact Analysis (TIA) for the entire City would need to be performed in order to understand the complete impacts of such a decision.

Can the project be phased?

The scenarios represent a phased approach to the City' Master Plan of Roadways. Scenarios 1 and 2 allow the City to make an informed decision about reinforcing or removing the gates prior to the connection of Overlook Parkway. Scenarios 3 and 4 allow the City to make an informed decision about the construction of planned roadway connections, with the gates removed only after construction of Overlook Parkway is complete.

What is the timing of the implementation of Overlook Parkway and Proposed C Street?

If the City Council decides to complete Overlook Parkway and/or the Proposed C Street a schedule would be developed at that time.

What is the estimated cost for these improvements and who will pay for them?

The planning level estimate to complete Overlook Parkway is \$5 to \$10 million. The planning level cost to complete the Proposed C Street is between \$3 and \$5 million. Large-scale capital projects in the City are funded through a variety of methods, including development impact fees, grants, gas tax or Measure A revenue or long-term financing.

Does the City need to acquire additional right-of-way?

Most intersection improvements can be accommodated within the City's right-of-way. If the connection of Overlook Parkway and the Proposed C Street is approved, the City would need to acquire the necessary right-of-way. To acquire the rights of way, the City would conduct an appraisal of the property and make an offer to purchase to the property to the owners. The City would try and work with the property owners for the purchase of the needed right-of-way. If the City is unable to reach an agreement to purchase the right of way, the City may acquire the right of way through eminent domain proceedings.

Scenario 4 adds a connection to the State Route 91 (SR-91). Would that scenario, if selected, affect the current widening project occurring on the SR-91?

None of the scenarios will affect the current HOV project under construction along the SR-91.

The Draft EIR indicates there will be several significant and unavoidable impacts from this project. How can the City approve a project that causes environmental impacts?

Any project that identifies significant unmitigated effects cannot be approved unless the public agency makes written Findings for those significant effects. In this case, the City would be required to balance economic, legal, social, technological, or other benefits of a project against the unavoidable adverse significant environmental effects. The City would be required to prepare and adopt a Statement of Overriding Considerations finding that any significant adverse environmental effects are acceptable because the benefits to the circulation network, safety and emergency response, and connectivity outweigh the unmitigable environmental effects.

What are the impacts from the Project?

For most of the issues analyzed, impacts from the Project were found to be less than significant. However, there would be significant and unavoidable impacts from Scenarios 1 and 2 from redistribution of traffic in buildout year 2035. In the case of Scenario 1, the increase in vehicle miles traveled would also result in greenhouse gas emissions impacts. Under Scenarios 3 and 4, there would also be significant unavoidable impacts related to the redistribution of traffic in buildout year 2035, and associated impacts to greenhouse gases and noise from traffic on new roadways. As well, there would be construction-related impacts from the roadway segments, which can be reduced to less than significant with mitigation. All scenarios would conflict with a land use policy related to level of service on City arterials; again, this conflict arises in the analysis of traffic buildout year 2035 conditions.

Several tables in the Draft EIR identify intersections that would be improved or have service degraded. How does this relate to significant impacts?

Level of Service (LOS) is a term used in traffic studies to measure how roadways operate, at a range from A to F, with A being the best and F being the worst. While the primary discussion in the Draft EIR is on impacts that would be significant according to the City's thresholds for traffic, there are additional tables to show the number of intersections where the level of service either improves (i.e., from B to A) or degrades without resulting in an impact.

Will Overlook Parkway be used as a shortcut?

The scenarios consider traffic patterns and controls for roadways, but do not propose development that would generate new trips (e.g., an increase in average daily traffic or ADT) within the study area; however, the scenarios could redistribute traffic on existing and new roads. Because some existing trips within the City are due to regional traffic and vehicles taking alternate routes to access freeways, the Traffic Impact Analysis evaluates the potential for new or additional regional cut-through traffic that may go through the City when Overlook Parkway is completed. Since Scenarios 3 and 4 would add new roadways or connections not currently available to drivers, some vehicles would be redirected to routes such as Overlook Parkway; however, traffic volumes on Overlook Parkway in both the near-term and buildout conditions would be within the capacity that this roadway is designed to accommodate.

Can all buildout year (2035) traffic impacts be mitigated, and what is the scenario with the least traffic impact to neighborhoods?

The City can generally accommodate effects of additional vehicles associated with traffic in the near-term; however, growth associated with buildout of the City in year 2035 will put a strain on the local roadway network over time. The traffic analysis for the General Plan 2025 concluded that there would be significant and unavoidable traffic impacts, and the City determined that not all locations would be improved to accommodate regional traffic. This is due, in part, to constraints related to adding and expanding roadways. When examining buildout or cumulative traffic impacts, for the Project, the analysis took into account how the Project would redistribute trips on roadways in the Project vicinity plus regional growth and full buildout of the City's future land uses (and the region's future land uses). Therefore, the same roadways affected by buildout (year 2035) conditions would also result in significant impacts with this Project. These impacts would not be mitigated to less than significant for the same reasons discussed in the General Plan 2025 Final EIR.

This Draft EIR provides a full list of the specific intersections and links that would operate at an unacceptable level of service in the buildout Year 2035 condition (refer to Tables 3.11-41 and 3.11-42). Within the study area, 28 intersections were analyzed. In addition, 39 roadway segments, or links, were examined to determine traffic volumes on roads leading up to intersections. Scenarios 1 and 2 would each result in a total of 12 impacts to intersections and links within the Project vicinity, Scenario 3 would result in a total of 10 impacts, and Scenario 4 would result in a total of 9 impacts.

What will be the effects of constructing Overlook Parkway?

Construction of the Overlook Parkway connections would impact biological and cultural resources that would require mitigation to reduce these impacts to less than significant. The Draft EIR also evaluated the impacts of traffic noise from the new roadways and found them to be less than significant for the new portions of Overlook Parkway. There would also be benefits such as efficiency of a direct east-west route from Alessandro Boulevard to Washington Street along with contiguous pedestrian and bicycle routes. It should be noted that the traffic volumes on Overlook Parkway would be within the capacity of what the road is designed to handle.

What will happen to Victoria Avenue?

Scenarios 1, 2, and 3 do not involve project components on or near Victoria Avenue. Under Scenario 4, the alignment for the Proposed C Street would connect Overlook Parkway from Washington Street to the existing intersection of Victoria Avenue and Madison Street. To accommodate four lanes of travel in Proposed C Street, intersection improvements are proposed.

All scenarios would change the distribution of traffic throughout the circulation network and cause the need for traffic signals and turn lanes along Victoria Avenue to improve traffic flow and level of service; however, the decision to implement such improvements would be determined by the City Council.

What is the effect on agricultural areas, designated Greenbelts and Proposition R and Measure C?

Scenarios 1, 2, and 3 do not propose new development in agricultural areas or the Greenbelt, therefore, impacts would be less than significant. Although the Proposed C Street under Scenario 4 would be located in the northwestern portion of the Greenbelt, impacts were determined to be less than significant. A new route was contemplated in the General Plan 2025 to facilitate the movement of traffic from the residential areas in the center of the City to the western portion of the City and SR-91. Given the traffic volumes with buildout of the City and the need to protect the City's Greenbelt, this route is intended to redirect vehicles trips within the Greenbelt from Washington Street and Dufferin Avenue. The alignment of the Proposed C Street would be a relatively small percentage of the entire Greenbelt, and some nurseries could be relocated based on the realignment and roadway vacations in this area. This project would not change the protections and policies related to Proposition R or Measure C. The new route was added to the City's Master Plan of Roadways for the purpose of accommodating planned growth, and would not spur new growth. In order for additional growth to occur within the Greenbelt area, both Proposition R and Measure C would need to be repealed, which requires a vote by popular referendum. Therefore, these measures remain unchanged.

Where can I get more information?

The City has created a web page for this process located at:

<http://www.riversideca.gov/planning/eir.asp>

You can also contact Diane Jenkins, AICP, Principal Planner, at DiJenkins@riversideca.gov or at (951) 826-5625.

December 6, 2012

2 ATT, NE 1

NAME	ADDRESS	PHONE	E-MAIL
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Judy Karpouse	1001 GINSBERG CT	951-789-8880	JudyKarpouse @ATTN.NET
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Valerie Rydell	6912 Chestnut Hill Dr.	951-780-0500	
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Mary Humboldt	7407 DUTCHMAN DR	951-780-4744	

2197

- STUDY AREA - NEED BETTER DESCRIPTION OF PROJECT AREA
- OPTION 4 - NEED BETTER DESCRIPTION OF NEW ROAD C-STREET
- OPTION 4 - OPPOSED
- "STOP THE OVERLOOK"
- EMISSION SOURCES
- CUMULATIVE IMPACTS
- CENTRAL AVE - SIMILAR IMPACTS FROM OVERLOOK
- HEALTH IMPACTS

12/12/12

- OPPOSITION FROM CASABLANCA COMMUNITY ACTION GROUP
- BUSINESSES ALONG IMPACTS
- USE ADAMS AS CONNECTION TO OVERLOOK
- PROP R MEASURE C RESTRICTS TRAFFIC IN AREA

- TRAFFIC IN HAWARDEN
 - LARGE VOLUMES EXIST NOW
- 4 SCENARIOS - NONE DEAL W/CHT-THRU TRAFFIC IN HAWARDEN
- NEED TO DIVERT TRAFFIC THRU HAWARDEN
- SCENARIO 4 - "C STREET" AREA - IMPACTS TO NATURAL ENV. IN AREA.
 - EIR - NO SIGN. IMPACT
 - DONT AGREE TO AG.

12/13/12

- BUSINESS OWNER
 - GATES OPEN IS PREFERRED
 - OVERLOOK THRU - OPPOSED
 - DROP HOME VALUE = TAX PEN.
 - SCENARIO 2 - ✓
- TAX \$ SPENT TO PUT RD
 - SHOULD BE USED.
- COST OF OVERLOOK THRU?
 - WHERE \$ COMES FROM?
- SPEED BUMPS ON CENTURY
 - DON'T PUT SPEED BUMP IN
IN OTHER AREAS
 - TRAFFIC/SAFETY ISSUES
 - SPEEDING STILL OCCURS.
- ECONOMIC IMPACTS
NEED TO BE ADDRESSED! 12/13/12

- HAWARDEN
 - GATES OPEN OK
 - NEED GATES AT OROZCO
- HAWARDEN SPEED BUMPS
 - NO GOOD - NOISE
- HAWARDEN AREA
 - GATES CLOSED - PREFERRED
 - ACADEMY WILL BE OK
 - SPEED BUMPS WILL BE BEST IN AREA.
 - BUCKY TRAFFIC WILL BE MINIMIZED.
 - "C STREET" - DON'T SUPPORT AG IMPACTS

12/13/12

- HAWARDEN IS USED AS CUT-THRU - HEAVY NOW.
- ~~AND~~ ONE STOP LIGHT ON OVERLOOK IS NOT ENOUGH.
 - CAPACITY OF OVERLOOK?
 - AT PEAK?
 - OVERLOOK CAN'T HANDLE.
- DAUCHY / MLK - JFK
 - SCENARIO 1 IS NO GO...
 - SCENARIO 2 IS RIGHT ANSWER
- RANCHO VALENCIA
 - SCENARIO 2 IS RIGHT ONE
- ECONOMIC IMPACTS
 - GATES OPEN - "SHOP RIVERSIDE"

12/13/12

- FLEMINGTON RD
 - TOO NARROW, CAN'T HANDLE TRAFFIC
 - EIR DOESN'T ADDRESS
- 600 - SIGNATURES - ORIGINAL
 - INTENT WAS FOR GATES
 - NOT OVERLOOK CONNECTION
- TRAFFIC ON HAWARDEN
 - NUMEROUS MEETINGS OVER YEARS TO FIGHT TRAFFIC.
- CITY WILL PUT OVERLOOK THRU.
- OUTLET TO WASHINGTON

12/13/12

- OPPOSE TO OVERLOOK
 - "STOP THE OVERLOOK PKWY"
 - CCAG - VOTED TO OPPOSE
 - ALSO VICTORIA AN GROUP.

- MORENO VALLEY TRAFFIC

- FAWN BREDEN HILL ACADEMY
 - DON'T CLOSE GATES
 - SECURITY ISSUES W/ GATES CLOSED

- ALZ/OVERLOOK AREA
 - NEIGHBORHOOD STREET

12/13/12 BECOME CUT-THRU TRAFFIC - EIR DON'T ADDRESS THIS ISSUE



TRANSPORTATION BOARD/ CITY PLANNING COMMISSION WORKSHOP AGENDA

Wednesday, January 9, 2013

5:30 PM

County Board of Supervisor's Room
4080 LEMON STREET, RIVERSIDE, 92501

Special Meeting

City of Arts & Innovation

Transportation Board Members Present: Aldana, Angel, Bellavia, Curtis, Gritton, Hildebrandt, Love, McEntee, Nelson, Rios

Transportation Board Members Absent: Bromley

Planning Commissioners Present: Allen, Maloney Riggie, Stosel, Tavaglione, Wade, Zaki

Planning Commissioners Absent: Kain, Stockton

Staff Present:

Al Zelinka, Community Development Director
Steve Hayes, City Planner
Diane Jenkins, Principal Planner
Erin Gettis, Historic Preservation Officer/Principal Planner
Kristi Smith, Supervising Deputy Attorney
Gus Gonzalez, Associate Planner
Frances Andrade, Senior Admin. Assistant
Tom Boyd, Public Works Director
Steve Libring, City Traffic Engineer
Sharon Hedges, Senior Office Specialist

**MINUTES APPROVED AS
PRESENTED AT THE
MARCH 7, 2013 MEETING**

Consultants:

Charity Schiller, Attorney Best Best and Krieger
Lisa Lind, RECON
Greg Kazmer, RECON
Gary Hamrick, Iteris
Janet Harvey, Iteris

CALL TO ORDER

Chair Curtis called the meeting of the Transportation Board to order. All members present except for Board Member Bromley.

Chair Allen called the meeting of the Planning Commission to order.

Approval of minutes of December 5, 2012

The minutes of December 5, 2012 were approved as presented. Motion by Board Member Angel, second by Board Member Aldana. Motion carried unanimously.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was given to the flag.

PUBLIC COMMENT PERIOD

Chair Curtis asked if there was anyone present wishing to speak on an item not on today's agenda, no one came forward.

DISCUSSION CALENDAR

1. Transportation Issues of the Draft Environmental Impact Report (DEIR) for the Crystal View Terrace/Green Orchard Place/Overlook Parkway Project - Oral Presentation by the Consultant RECON Environmental, Inc.

Chair Curtis announced that as well as this being a regular meeting of the Transportation Board, the Planning Commission is also present for a joint workshop on the Crystal View Terrace/Green Orchard Place/Overlook Parkway Draft Environmental Impact Report (DEIR). The Transportation Board and Planning Commission are here tonight to hear the presentation and take comments from the audience on the Transportation/Traffic related issues of the DEIR only.

She asked those who would like to speak to fill out a speaker card. She also noted that there were comment cards for those who would like to submit their comment in writing but did not wish to speak tonight. Public comments will be limited to 3 minutes and comments will be taken until 8:00 p.m. only as the Supervisor's Chamber is available for a limited time only. The video of tonight's meeting will be available on the City's website.

Steve Hayes, City Planner, reiterated that tonight's meeting was to discuss the transportation/traffic impacts in the Draft EIR. He introduced Recon and Iteris as the consultants who prepared the EIR. Due to a request to permanently remove the gates located on Crystal View Terrace and Green Orchard Place, staff has undertaken this EIR to determine the environmental consequences. The Project EIR will provide informational analysis of the environmental impacts of removing the gates and impacts of such removal on traffic in the area with or without the completion of the remaining segments of Overlook Parkway. The Draft EIR has been prepared because the City's General Plan Master Plan of Roadways has analyzed and determined the need for the connection of Overlook Parkway as an arterial roadway. Vehicle gates were required on Crystal View Terrace and Green Orchard Place to prevent traffic that would normally use the arterial network from using these local residential roadways until such time as Overlook Parkway could be completed. The local streets were not designed to accommodate the anticipated vehicle trips, which is why gates were required. The City is undertaking this study because of a request to review whether or not the gates on Crystal View Terrace and Green Orchard Place could be removed permanently without the completion of Overlook Parkway. The Draft EIR looks at 4 different scenarios for area wide circulation in the southeasterly quadrant of the City. He emphasized that the presentation is intended to provide objective information and in no way should be construed that the City or consultant is advocating a position or preference for any particular scenario. All comments will be addressed and acknowledged as part of the overall EIR process. The comments will be addressed in writing and included in the record when the City Council considers this study and related EIR at a public hearing. He introduced Lisa Lind, consultant with RECON Environmental to explain the EIR process and how everyone can participate in this process.

Lisa Lind, RECON Environmental, introduced Greg Kazmer, RECON, and Gary Hamrick and Janet Harvey with Iteris. She stated that the public review period is 90 days but has been extended to March 1, 2013. The Draft EIR is available at libraries, City Hall and can be downloaded on the web. She announced that public meetings were held in December at the Casa Blanca and Orange Terrace neighborhoods. There are four scenarios being analyzed. Scenario 1: Gates at Crystal View Terrace will remain closed until Overlook Parkway is built in the future; Scenario 2: Considers the traffic pattern if the gates are removed with no connection over the Alessandro Arroyo, and; Scenario 3: The gates are removed and Overlook Parkway is connected. This scenario looks at several bridge designs and depicts the one with fewer impacts to the arroyo. Scenario 4: Removes the gates at Crystal View Terrace with the Overlook connection and a

proposed "C" Street between Washington and Victoria. She announced that it will be helpful if the public comments specifically call out which scenario they are addressing. She reiterated that a preferred scenario has not been identified. It is expected that the City Council will make that decision only after public comments have been reviewed. She introduced Gary Hamrick who will go over the traffic analysis for the area.

Gary Hamrick, Iteris, stated that the traffic analysis included assessment of existing traffic conditions. A comprehensive existing conditions analysis was concluded, which included 28 intersections as shown on the exhibit 15. In addition 38 mid block counts were also conducted both with the gates closed and gates open scenario. Mr. Hamrick went over the traffic analysis for the four scenarios showing existing conditions and projections to 2035.

Ms. Lind restated that all comments will be included in the Draft EIR. The comments can be delivered to the Planning Division, either through the mail or e-mail up until March 1, 2013.

Chair Curtis opened the public comment period. She reminded everyone to refer to the specific scenario they prefer.

Andy Wilson, 7468 Dufferin Avenue, stated he was present to urge everyone not to certify the Draft EIR. He did not want to see the DEIR certified in any of the scenarios. His family farms the orange grove at the corner of Washington and Victoria. The proposed "C" Street, is a proposed 4-lane highway that goes right through the orange grove. This grove is one of the original groves in Riverside and a lot of the trees were planted in the 1890s. From his perspective, the DEIR's findings seem to be that blowing a road through here is not a significant environmental impact. A vote in favor of the DEIR would be a vote to destroy citrus in Riverside. There are findings in the DEIR, if allowed to stand, a different Council may vote for the road and the time to challenge the EIR would be past. He was looking for the intersections between Lincoln and Indiana on Madison and was trying to find out why they were not analyzed. There are only 18 intersections and the report is supposed to say why what intersections were looked at why they weren't. The reason was because the staff directed RECON not to look at them. Those are the intersections where the people in Casa Blanca walk across Madison, and where a lady was recently struck. He did not think it was right to designate those intersections as not being significant, it's like saying those people aren't significant.

MR-7
MR-12
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Z-2
through
Z-6

Z-7
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Z-8

Bill Wilkman, Hawarden Hills resident, stated this was not a criticism of Public Works or Planning. In his history as a planner, he has learned that computer models can often give bogus data and unless corrected, this data can lead to bogus conclusions. He is in communication with 40 people who travel the corridor between Overlook Parkway and Victoria Avenue, consisting of Orosco, Gainsborough, Hawarden and Mary Streets. They have been working for over four decades to try to get the City to understand and correct the growing traffic issues in the area. They had hoped that this DEIR would finally provide the needed comprehensive analysis and viable solutions to the neighborhoods traffic issues but they are extremely disappointed that it fails to do so. The project background section of the EIR only covers the history of Overlook Parkway subsequent to the 2001 Crystal View Gates. Overlook's history goes back at least four decades. In the 1970s the City Council removed from the General Plan, two critical components of the Overlook Parkway. One was the extension of Overlook Parkway to the 91 freeway to serve east/west traffic. The other was the establishment of an arterial in the Mary Street corridor to serve north/south traffic. The City promised to redesign Overlook to accommodate and make up for these losses but this never happened. In the absence of these planned arterials, drivers cut through our neighborhood and as development has increased along Overlook Parkway, traffic has increased exponentially. The DEIR fails to acknowledge this fundamental fact and fails to provide viable solutions. This is aptly illustrated in the traffic flow data in the DEIR. The noise section the DEIR indicates that on one segment of Gainsborough Drive, opening the Crystal View Gates increased daily traffic from 773 to over 2,000 cars a day, yet subsequent charts say that connecting Overlook Parkway to Alessandro Boulevard would add less than 200 additional cars to this figure. This simply defies logic. If the simple opening of Overlook Parkway to a local street system added over 2000 cars a day surely opening it up to Alessandro would add more than just 200 cars a day. The consultant

MR-2
MR-1 &
MR-9

MR-5
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MR-8

M-50
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M-59

indicated that Overlook Parkway would carry 17,000 cars; he would like to know where those cars will go when they get to the west end of Overlook Parkway. Something is wrong with the data and this DEIR must not be certified until that problem is corrected and appropriate solutions to cut through traffic in their neighborhood are developed.

MR-5
MR-8 &
MR-9

Mark Ohlgren, resident of Overlook Parkway on Muirfield. He stated that he is also the Corporate Director for Verizon Wireless in the area. He moved here from El Segundo 10 years ago, to get away from the traffic thoroughfare and busy cars. He was concerned for his 4 and 2 year old and having 36,000 cars in his back yard. This is what he is doing here today. He is against the whole thing. If he had to pick, he would choose Scenario 2, this should be open for safety reasons. The Hawarden Academy, where his children attend, he cannot get there unless he goes through those gates. Opening this up to a thoroughfare is a big problem. He brought up El Segundo and the 105 Freeway, where he used to live, as an example. He sees Overlook Parkway as a super fast highway/racetrack. You can already go fast on that road and it will need massive police presence, stop lights...a lot of stuff. This will bring a lot of traffic to an area he chose to live in but that he would never have chosen if that bridge was open. If it opens, he will be the first one to sell his home because property values will drop and crime will increase. He will take his business out of Riverside and move to Corona. He does not want to live in an area like that. He chose Overlook Parkway because of its exclusivity and that will be gone if the bridge is constructed.

MR-2
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MR-13

MR-4

Tom Hunt stated he has lived in the area for 26 years. His was one of the original homes there. He said that from the night they moved in, he is astounded at the increase in traffic. The traffic is fast paced and a real problem. He echoed Mr. Wilkman's comments. The DEIR claims that it makes a right assertion that traffic has increased by 300% since Crystal View has opened. This is not the first time they have had to go through this. There seems to be a discourteous attitude to the residents in these neighborhoods. This hearing should be, not just in Orange Crest but also Casa Blanca. He asked that the DEIR not be certified. Choose Scenario 1, and please correct the indignity done to the neighborhoods by a former Councilmember in allowing a buddy homebuilder to connect there at Crystal View Terrace.

MR-1
MR-2 &
MR-8

Gary Mata, 28 year resident, 7884 East Gate Court. He appreciated the comments made tonight. He loves oranges and would hate to see them go. Unfortunately, homes have been built like mushrooms all over Riverside. The City isn't stopping there and there will be more homes built in the future. Right now there is a horrendous mess. At the intersection of Victoria and Washington, there was a mile of cars stopped just waiting to get through the stop sign. They need road access and it is a hazard for residents that live in that area. If they need emergency vehicles, they cannot get across. They need access to streets, more arterials to move around. He currently lives in the area of Bradley and Washington. He understands their concerns, they don't want any traffic in their areas but everyone is finding ways through his neighborhood. He has a horrendous mess because traffic cannot get through Overlook Parkway. As the City builds out, there needs to be a future vision. Obviously someone did do a lot of planning for Washington and Victoria but they were not expecting to have so many homes. He stated he was in strong support of Scenario 4. He hoped the Board would consider this. The area is growing fast and if it is not done now, it will be impossible down the road.

MR-2
MR-5 &
MR-8

Suzanne Rowlands, stated that she had not intended to speak. It is obvious from what Mr. Wilkman has said that the data regarding the number of cars is incorrect. She lives on Hawarden Drive. When she moved there 30 years ago they were told by a Realtor that it would not go through to Washington. A few cars used a dirt path and had access for awhile, and then it developed into a new street. In spite of what someone said in the paper, they did not know about Overlook when they purchased the property. She felt that Scenario 1 - don't do anything, was best. She asked if staff had considered any other ideas after putting in all this money into building Overlook. Has an alternative been considered to get traffic across without going onto Madison Street, possibly further south and connecting to Cajalco? This is a bad idea. Nobody on the western side of Overlook Parkway thinks this is a good idea in spite of all of this. The air quality will definitely be affected for everyone with that many cars.

MR-9
MR-2
MR-4 &
MR-11

<p>Karen Wright, resident, stated she was against Overlook Parkway. She lives on a similar street, Central Avenue, which turned into an unlivable condition. It is unlivable on Central Avenue due to the horrendous traffic. The traffic will occur if Madison is connected through the rural area and Overlook and Alessandro will be much worse than Central. She has experienced four cancers in her family. This is being done to make a freeway to UCR. The DEIR report concludes that there is no significant impact which is a lie and joke. Once this becomes a freeway, you will destroy the Casa Blanca neighborhood and rob these people of their property values. This ignores the fact that what makes Riverside special is the green belt area. This will destroy a national treasure. This needs more discussion and it is not in the best interest. It won't be just traffic from Moreno Valley, it will be thousands, hundred of thousand cars.</p>	<p>DW-2 & MR-7 & MR-12</p>
<p>Frank Heyming, resident of the area around Adams and the 91 freeway, and also President of Victoria Avenue Forever. He has already submitted a letter of comment and will be submitting another one. He also urged the Board that the DEIR not be certified. When considering scenarios 1 and 2, he felt that was up to the neighborhoods to decide. Scenarios 3 and 4, this would be a disaster. What are all the vehicles going to do when they get to Washington? He heard that Scenario 3 will have zero impact after mitigation. He has not read the DEIR closely and didn't know what the factors were. He asked about the impact to historical Victoria Avenue, increased pollution, noise pollution. As far as the region was concerned, he felt that there were many alternate paths. Cajalco is an excellent path. Van Buren, Washington, Alessandro and 91 freeway already exist. He urged the Board not to certify the DEIR and save their neighborhoods.</p>	<p>MR-2 MR-6 MR-12 & MR-14</p>
<p>Anthony Bellanca, resident on Flemington Rd, addressed the Board and Commission. This proposal will have an impact on Flemington and the surrounding roads. Vehicles will turn onto Cannon Road before the left turn lane gets to Overlook. This will play itself out in the evening in the opposite direction. As serious an impact this seems to be, the neighborhood streets are much narrower. If vehicles are parked on either side of the street and two other vehicles are attempting to negotiate the streets in opposite direction, it will create a hazardous problem. The residents have a right to peaceful and most importantly, safe use of the neighborhood streets. He asked that the extension of Overlook Parkway not be approved.</p>	<p>MR-8 & MR-13</p>
<p>Kerry Maloney, 1085 Tiger Tail Drive, resident since 1978. She was also one of the pioneers trying to have an impact on what types of homes were built there. She was in favor of connecting Overlook Parkway. Anyone who chose to purchase or build in the area should have done their homework. There are a lot of people in the area with no way to deal with traffic. As far as this huge traffic amount, she drives Crystal View and Hawarden which have speed bumps, stop signs but never crosses path with a car. Citizens should have a right to drive the streets and not be harassed. She felt traffic has been grossly over estimated. As for having that road hanging on both sides, the barn door has already been opened.</p>	<p>MR-2 & MR-8</p>
<p>James Monks, 1293 Tiger Tail, stated this was a difficult decision. With regard to Scenario 4, he asked that Overlook not be connected and that the DEIR not be certified. This would have an adverse impact on the area and property values would also fall for the surrounding area.</p>	<p>MR-1 & MR-4</p>
<p>Dennis Garcia, 7339 Ismael Villegas Street, stated he was also a member of the Community Action Group in Casa Blanca. He stated he was not aware of this study until last night. He asked if the study looked at the multi-toxin exposure to the community and its effects. The neighborhood is already adjacent to the railroad and the 91 freeway. This will be another source of emissions so that a study will be required for the community. Recently a couple of lanes were closed along Madison to slow traffic down for pedestrians. A woman was killed on Mother's day on Madison Street. He asked what a gate on Crystal View had to do with putting traffic through his community. It didn't sound as though the City was giving this enough consideration to the community and informing the people what was going on.</p>	<p>MR-11 & DC-3</p> <p>MR-13</p>
<p>Ramona Gamache stated she lived off Victoria and Mary just before Hawarden. She stated that within the past year, Jane has been closed off and diverted the traffic to Mary Street. In order for them to get to their homes, they have to go down Mary or Washington. It is already a grid lock between 7 a.m. – 9 a.m. and again at 4 p.m. until 6 p.m. Opening up Overlook would be a disaster.</p>	<p>MR-1 & MR-8</p>

Paul Benoit stated he did not intend to speak until he heard someone suggest that the impact on the local streets would be minimal. The EIR, as much as he understands it, does appear to be incomplete. He suggested that the DEIR not be certified. On an anecdotal basis, he has lived at 2390 Mary Street, for the last 30 years. This street has since opened up the residential housing developments up off of Overlook and has been nothing less than a drag strip for commuters in the morning and people going home in the evening. As an ex-police officer, he knows the traffic was going through there in excess of 75 mph before the speed bumps and stop sign were installed at Frances Street. This has helped tremendously but the volume and speed of the traffic going through will not be mitigated by extending Overlook through. He stated Washington was one of the most dangerous streets in the City, especially in the area of Washington and Dufferin. If the EIR is approved and this project includes either phase 3 or 4, people will be frustrated because of the backup that can be anticipated there. He suggested not certifying the EIR and if the report is done properly, it will be plain to see this is a huge issue for the local residents.

MR-1
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MR-13

There was no one else requesting to speak. Chair Curtis closed the public hearing. She asked if the Transportation Board or Planning Commission had any comments.

Chair Curtis asked staff what the process for the certifying of the EIR was. She noted this was not something the Board was being asked to do tonight.

Mr. Hayes explained that the public comment period will close on March 1, 2013. After the comment period, a public hearing will be held before the Planning Commission before it goes to the City Council. A final EIR will be created that addresses all of the comments that have been generated during the public comment process. When the City Council considers the final EIR adoption, they will have not only the draft EIR and any supplemental information but they will also have any and all responses to comments to all the public comments for their consideration at the certification hearing.

Chair Curtis noted then that the certification hearing was quite a ways down the road. Tonight, the Transportation Board will be considering the four options presented and the public comments heard are to determine whether or not to make a recommendation to the City Council.

Kristi Smith, City Attorney's Office, clarified that the Board has the opportunity today to review the four scenarios and ask questions of staff. If the Board chooses to make a recommendation, it will be forwarded to the City Council. Again, when the final product goes to City Council, it will not only have the Planning Commission's recommendation, it will also have the Transportation Board's recommendation in the staff report.

Board Member Nelson pointed out that there appeared to be a lot of opposition to putting this through. He understood the EIR was meant to be an objective analysis, not a recommendation. He asked what the rationale was for building this street.

Tom Boyd, Public Works Director, replied that the street is currently included in the City's General Plan Circulation Element. The traffic model for the entire Circulation Element includes the street and is part of the network of streets that makeup the circulation as laid out in the General Plan.

Board Member Hildebrandt stated his personal opinion was that Overlook should not be built. He knows traffic, like water, finds the path of least resistance. He definitely didn't see supporting the Overlook connection. He expressed his concerns regarding the gate closure for the local community up there. He heard from the public that people are avoiding Washington and Victoria and are using other streets in the area. He was sure those gates are contributing to that. It is a tough situation but he definitely did not support putting Overlook through. He was leaning toward supporting Scenario 2 but after hearing the comments and reading more about the traffic pattern circulation, it is not an easy situation. He wanted to go

on record that he supports not connecting Overlook and further studying the traffic impacts of cut through traffic as it comes down from the local neighborhoods.

Board Member Angel said he wanted to get an understanding. Mr. Boyd mentioned that Overlook is part of the current Masterplan. Having said this, it seems that they will be looking at this eventually, regardless of whether or not they make a decision. It appears that the City will be heading in this direction based on the amount of traffic in this region.

Mr. Boyd explained that the intention is that the Masterplan be implemented at some point in time and Overlook is part of the Masterplan. The Transportation Board and ultimately the City Council have several options. The City Council can continue with the current Masterplan or re-examine the Masterplan which would mean updating and developing a new traffic model.

Commissioner Zaki referred to the traffic count study done. There are 28 points of traffic that were studied and analyzed for the EIR, he inquired how the consultants determine the traffic points. Did staff instruct the consultant to study specific points or was this at the consultant's discretion? What was the rationale for omitting some traffic points and including others?

Mr. Hamrick responded that the decision to determine which locations to study was done jointly with staff and the consultant team. Whenever an EIR traffic study is done, they look at the area they feel is most likely to be affected and try to cover the entire area. If there was anything that they felt was to be potentially impacted, it was included. They did not look at a section or segment that could be impacted and omitted it. The answer to why things were omitted was because they felt this would be outside the likely area of impact or significant impact.

Commissioner Zaki asked if it was based on an objective/scientific determination or was this a subjective determination based on the consultant's or city employees' feeling of a particular traffic point?

Mr. Hamrick explained that it was based on their best professional judgment as to the likely locations of impacts. Traffic is not always scientific. They do their best at the beginning of any of these processes to estimate what they think is an area of impact and then study that.

Board Member Gritton commented that if they were to go by the residents, there is no doubt how this would work out. It being on a Masterplan, yes that complicates things but he is an advocate of issues like this and asking "then what?" What happens if you get a substantial amount of traffic going down to Washington and from there down to the 91 freeway, which is where people intend to go. He asked if there were plans to widen Washington. How is the traffic going to be handled opening onto Washington and down to the freeway?

Mr. Hamrick replied that they did look at locations along Washington to identify if there were impacts. If it was determined that there would be impacts, mitigation measures were identified. There are locations along Washington where significant impacts have been identified as a result of the project. If they were feasible mitigation measures, those were identified in the EIR. If they felt there weren't feasible measures, for various different reasons, then mitigation measure would not have been recommended and it would remain an unmitigated significant impact. There is also the "C" street proposed connection under scenario 4 which was really intended to take the traffic at the end of the connection and bring it to the freeway. Under scenario 3 you would not have that. Scenario 4 itself, is a mitigation measure to what happens to the traffic at the end of Overlook and without the "C" Street roadway connection, you would have more traffic.

Chair Curtis noted that page 22 of the slides may show the numbers Board Member Gritton is asking about.

Board Member Gritton commented that under Scenario 4, as it drops onto Madison, there would still be a similar problem with the width of the street. He asked if Madison Street would be considered for four lanes.

Mr. Hamrick agreed there will be an increase in traffic on Madison under Scenario 4. "C" Street does not get the traffic to the freeway, it connects it up to Madison. Mr. Hamrick replied that Madison is considered for 4 lanes under the Masterplan.

Board Member McEntee there were comments made earlier during the public comment period that perhaps the neighborhood area between Victoria and 91 freeway wasn't taken into consideration when doing the environmental impact. The overview map of the project shows that perhaps it was, particularly regarding the air quality issues. To clarify, he asked if this area was included in the study?

Ms. Lind replied that it was included. She did not have an overlay of the Riverside neighborhoods that were in the study area. She stated that there were seven of the neighborhoods, portions of which are in the study area. The workshop tonight is focused on traffic tonight but to respond to the question, the studies related air quality and emissions did take into consideration a larger study area. This was done to ensure that they were capturing a clear picture of the impacts.

Board Member McEntee noted the numbers on page 17, the traffic count slide #16. He asked what these numbers represented.

Mr. Hamrick explained that the numbers inside the red circle are just numbers used to identify which intersection it is, it is not data.

Board Member McEntee asked if there were traffic counts done at those intersections? If leaving the gates open is considered but not extending the Parkway, was there any significant change in the impact at those intersections?

Mr. Hamrick explained that was proposed but a study was done, gates opened versus gates closed. In that blue area there were some significant differences percentagewise where traffic shifted around. This information is all in the EIR. He stated this was real data, it is not a forecast.

Board Member McEntee pointed out that in slides 19-23 the information provided predict what the changes will be based on the various scenarios. These are 2035 projections which is quite a way out in the horizon. He inquired if nearer term predictions were made and if they were in the EIR.

Janet Harvey, Iteris, explained that in the EIR it looked at the 2011 conditions as if any of the scenarios were in place today and this would be the near term analysis.

Board Member Hildebrandt suggested that under Scenario 4, it would appear that the traffic would have been pushed to Adams if Madison Street remained a two-way street. Now that it will be opened up to four lanes, maybe his question won't be answered but was there ever a study done pushing traffic to Adams?

Mr. Hamrick stated that the existing analysis for 2011 would have considered Madison Street in its current condition, two lanes. The 2035 projects assume build out of the Masterplan to four lanes. He said that a 2035 analysis without that assumption of the Masterplan build out on Madison was not done.

Commissioner Riggle stated he realized they only have a small portion of the EIR and this is a pretty focused group tonight. He had a question for staff regarding the initial premise of the EIR.

Ms. Smith replied that the premise behind the EIR actually stems from the gates at Crystal View Terrace and Green Orchard. There are two other environmental documents; one an EIR and a Mitigated Negative Declaration which required those gates to remain in place and remain closed until such time as Overlook is put through. There is also a requirement in the General Plan that requires the gates to remain closed until Overlook is put through. A request by many in the community was made, because of the opening and closing

of Crystal View and Green Orchard by the community, that those gates be removed. However, because of the requirements in the other two environmental documents, that were mitigation measures, in order to even look at the removal of those gates, this comprehensive document had to be done because an amendment of the previous documents is required. This is the purpose of the EIR. Of course, when looking at removing the gates or opening them up we've now have to look at the Overlook issue and that is how this whole issue came into play.

Commissioner Riggie inquired how long the Overlook connection has been on the City's General Plan. He has lived in Riverside for 20 years now and can remember driving up along Alessandro and turning right on Overlook noticed that Overlook didn't go through. Overlook is not a cul-de-sac, and it appears that when it was built, the connection of Overlook at some point is evident. When you look at the other end of Overlook where it connects into Washington it is built to four lanes and every time it has been extended, it was built to four lanes. It appears Overlook has been on the City's radar for a long time. He was not advocating either way but just commenting that there are two 50' pieces of road left and the talks are about not including these, which looked like it was always intended to do just that.

Ms. Smith said that the intent to have Overlook put through is probably spanning 30 plus years. She believed it was on the 1980 General Plan and has always been carried over. As mentioned by Mr. Boyd, it has also been on the Circulation Plan. It was on the 1994 General Plan and it was also then brought forward because it is on the Masterplan of roadways. The City Council has not taken up this issue, nothing has ever been done and it may never be built. This is a decision the City Council needs to make and that is the purpose of this document.

Commissioner Riggie referred to the "C" Street connection that goes around and through the orange groves. It seems pretty simple but was there an analysis that looked at that being connected to Madison Street. The shortest distance between two points is a straight line and it seems this is building a 40 million dollar road to go around. Was this street in the circulation element?

Ms. Smith stated that the General Plan mentions a connection of Overlook built through to Madison but she did not think it was very specific as to where it was going to be. The design included in scenario 4 was determined to be the least impactful design at this point in time and is what is before the Board and Commission now. She understood what Commissioner Riggie was referring to; going straight to Madison but it would have been more problematical from an environmental standpoint. This is the reason it was designed this way.

Commissioner Riggie were there any other alternatives looked at for the "C" Street route and how did staff end up at this scenario?

Ms. Lind added that the EIR does require a review of alternatives to the project. In this case the 4 scenarios do represent alternatives. The first three scenarios; 1, 2 and 3 would not construct the proposed "C" Street or any other road in that vicinity as an extension of Washington. Scenario 4 includes a component for this extension and in the alternatives section of the EIR three other proposed routes were reviewed.

Commissioner Riggie indicated that he understood scenarios 1, 2 and 3. Specifically zeroing in on scenario 4, does it mean that as part of the EIR these were analyzed but they are not included in what the Board and Commission is looking at today and why would they not be included?

Ms. Lind they are included in the materials provided to the Board and Commission. The Executive Summary does include alternatives that were considered but rejected. There won't be the same level of detailed traffic analysis on these alternate routes in the west. Again, they were considered early in the process and did not adequately reduce traffic impacts. There were engineering or other cost constraints along with some potential environmental impacts that led to the decision not to analyze them at the same level of detail or further in the EIR section.

Ms. Lind apologized. Her earlier statement was incorrect. The alternatives for other routes in the Executive Summary does not include a full description of the other routes along Madison, widening of Washington or underpass for Victoria. She referred to Chapter 8 of the EIR, alternatives section, and it goes into some detail about these routes and the constraints and environmental impacts of those.

Commissioner Maloney commented as a follow-up to Commissioner Riggle's questions. Assuming that Madison Street does get widened, will that include a grade separation at the railroad tracks? Is there a grade separation proposed for Adams?

Mr. Boyd stated that as he recalled, the EIR did not include a grade separation. The traffic models do not operate at that level of detail. At this time there is not a plan to put a grade separation in at Madison. The City has looked at grade separations at Adams and Madison, Washington and Mary. The last Council decision included a grade separation at Mary Street, however, the project did not receive any funding and consequently has laid dormant for several years.

Commissioner Maloney suggested that the EIR address the grade separation at Madison Street.

Commissioner Zaki said that the public has expressed concerns regarding environmental issues. The workshop tonight is to specifically address traffic, however, there are a total of eleven environmental issues under consideration in the EIR. He asked if the four scenarios presented tonight had all of the environmental issues weighed in for each scenario and were the impacts addressed in terms of their adverse affects towards the community.

Ms. Lind responded affirmatively. Tonight's workshop is only focusing on one section that the environmental impact report analyzes. There are eleven specific chapters that include the issues Commissioner Zaki is concerned about along with others: noise, air quality... etc. For each of those issues they considered different thresholds. They also fully analyzed scenarios 1, 2, 3 and 4 throughout the entire EIR. They are all analyzed at an equal level of detail. She reiterated that they did not weigh one environmental issue over another and they did not come to a conclusion in the EIR, nor are they here tonight with a recommendation of one scenario over another. They are really trying to disclose the environmental impacts in the feasible and recommended mitigation for certain issues or environmental areas for all four scenarios.

Commissioner Zaki agreed but stated he was trying to get an appreciation for what he thought was the public's general concerns, specifically environmental issues and the impact to their quality of life. He would suspect those issues will weigh in, in terms of how they would recommend their scenarios.

Ms. Smith clarified that the consultants have thoroughly analyzed all four scenarios. The issues Commissioner Zaki is raising, is exactly what this EIR did. It is not a recommendation; an analysis was done and if there was a significant impact in one or more of the scenarios it was included in the EIR. Whether or not there were mitigations to reduce those impacts to insignificant is also included in the EIR. Each scenario goes through that same analysis and lays out the impacts whether significant or insignificant. The scenarios have all gone through a thorough detail of the different issues and those issues have been laid out without a recommendation. Again, this is being left to the City Council to make that determination but it is all out there for the City Council to see what impacts that particular scenario will have.

Ms. Lind added that the Executive Summary of the EIR was a good starting point. Table S1 of the Executive Summary provides a list of all the impacts that were analyzed for each of the scenarios.

Chair Allen thanked Ms. Lind. He stated he did read the report and it was just amazing the time that was put into it. He inquired if the train through Madison Street and it's affect to the LOS was taken into consideration.

Mr. Hamrick replied that the presence of the train was not included in the analysis.

Chair Allen asked that it be included because he felt it would have a huge impact on the traffic going down Madison Street.

Mr. Hamrick stated they would address this as part of the response to comments.

Commissioner Wade encouraged everyone to submit their comments by March 1, 2013. When this item comes before the Planning Commission, they will greatly need the public's specific comments and concerns. The Commission needs to hear their specific comments as this will be the only way they can make an intelligent choice. He appreciated their comments and stated he looked forward to seeing them again when the item came before the Planning Commission.

MOTION made by Board Member Hildebrandt; **SECOND** by Board Member Nelson to receive and file the report.

MOTION CARRIED: 9 yes, 1 no, 0 abstentions, 0 disqualified

AYES: Curtis, Rios, Aldana, Nicholas, Hildebrandt, Bellavia, McEntee, Gritton, Angel

NOES: Nelson

DISQUALIFIED: None

ABSTAINED: None

ABSENT: Bromley,

Chair Allen adjourned the Planning Commission meeting at 7:57 p.m.

The Transportation Board continued with the last item on their agenda.



City of Arts & Innovation

COMMUNITY DEVELOPMENT DEPARTMENT Planning Division

Environmental Impact Report & General Plan Amendment

AGENDA ITEM NO.: 6

WARD NOS: 3, 4 & 5

NEIGHBORHOODS: Alessandro Heights, Arlington Heights, Canyon Crest,
Casa Blanca, Hawarden Hills, Presidential Park & Victoria

PLANNING COMMISSION HEARING DATE: June 6, 2013

I. CASE NUMBER(S): P11-0050 (EIR) & P12-0220 (GP)

II. PROJECT SUMMARY:

1) Proposal:

To consider an environmental review for the removal of gates on Crystal View Terrace and Green Orchard Place pursuant to Tract Map 29515 and Tract Map 29628 as mitigation measures and conditions of approval and as required by the General Plan 2025 (that includes four scenarios, each of which represents an alternative set of actions) intended to help resolve potential vehicular circulation issues associated with the required vehicular; to address the connection of Overlook Parkway easterly to Alessandro Boulevard; and to potentially provide for a future connection to State Route (SR-91). The Draft Environmental Impact Report (EIR) fully analyzes all four circulation scenarios that are described in detail in Section 2.6.

- **Scenario 1 - Gates closed to through traffic, no connection of Overlook Parkway:** Under Scenario 1, both the Crystal View Terrace and Green Orchard Place gates would remain in place and be closed until Overlook Parkway is connected to the east across the Alessandro Arroyo, to Alessandro Boulevard, and a connection westerly of Washington Street is built.
- **Scenario 2 - Gates removed, no connection of Overlook Parkway:** Under Scenario 2, the gates at both Crystal View Terrace and Green Orchard Place would be removed, and there would be no connection of Overlook Parkway across the Alessandro Arroyo at this time. Overlook Parkway would remain on the Master Plan of Roadways (Figure CCM-4) in the General Plan 2025 for future buildout, but certain policies in the General Plan 2025 concerning the gates would need to be modified. In addition, relevant project conditions and mitigation measures for Tract Maps TM-29515 and TM-29628 will also need to be amended.

- **Scenario 3 - Gates removed, Overlook Parkway connected:** Under Scenario 3, the gates at Crystal View Terrace and Green Orchard Place would be removed and Overlook Parkway would be connected over the Alessandro Arroyo. This scenario would require a General Plan amendment to remove policies addressing the potential connection route between Washington Street and SR-91 prior to completing Overlook Parkway across the arroyo.
- **Scenario 4 - Gates removed, Overlook Parkway connected, and Overlook Parkway extended westerly:** Under Scenario 4, both the Crystal View Terrace and Green Orchard Place gates would be removed and Overlook Parkway would be connected over the Alessandro Arroyo and east to Alessandro Boulevard. In addition, a new road (Proposed C Street) would be constructed west of Washington Street to provide a connection to SR-91. The Proposed C Street would extend approximately one mile from Washington Street north and west ending at the intersection of Madison Street and Victoria Avenue and adjacent roadways would be realigned.

2) Location:

The proposed Environmental Impact Report (EIR) and General Plan Amendment serves as the analysis required by General Plan 2025 Policies LU-13.2 and CCM-4.2, and therefore the project study area or Project Vicinity of the EIR is generally bounded by John F. Kennedy Drive and Hermosa Drive to the south, Adams Street and SR-91 to the west, Arlington Avenue to the north, and Alessandro Boulevard and Trautwein Road to the east and is approximately 7,500-acres in size. The land uses in the Project Vicinity primarily include agricultural, rural residential, hillside residential, and very low density residential. The residential land uses near Crystal View Terrace and Green Orchard Place are categorized as hillside residential and very low density. A greater variety and intensity of land uses occurs between Victoria Avenue and SR-91, including commercial and higher density residential uses. Alessandro Boulevard, Arlington Avenue, Adams Street, Trautwein Road, and SR-91 are roadways that border the Project Vicinity. The Project Vicinity also includes Victoria Avenue, a historic corridor (National Register Landmark) and designated “Scenic Boulevard,” “Special Boulevard” and “Parkway” on the Circulation and Community Mobility Element for the City General Plan 2025. The Project Vicinity includes seven neighborhoods: the Alessandro Heights, Canyon Crest, Casa Blanca, Arlington Heights, the Hawarden Hills, Presidential Park, and Victoria and is part of two Wards, 3, 4 and 5.

3) Applicant:

City of Riverside
Planning Division
3900 Main Street, 3rd Floor
Riverside, CA 92522

- 4) **Case Planner:** Diane Jenkins, AICP, Principal Planner
(951) 826-5625
Dijenkins@riversideca.gov

III. RECOMMENDATION:

That the City Planning Commission:

1. **PROVIDE COMMENTS** relative to the Draft EIR (Planning Case P11-0050).
2. **DETERMINE** that:
 - a. the Draft EIR has been completed in compliance with the California Environmental Quality Act (CEQA);
 - b. the four scenarios provided for review and approval have been analyzed to an equal level within the Draft EIR;
 - c. all four Scenarios will have a significant effect on the environment and Statement of Overriding Considerations (SOC's) will be required prior to any approval of one of the Project Scenarios; and
 - d. no feasible alternatives to the proposal have been identified that will avoid or substantially lessen the significant environmental effects of the four Scenarios as identified in the Draft EIR.
3. **CONCUR** with the findings and mitigation measures contained in the Draft EIR.
4. Staff has not recommended a Scenario for approval; however, the City Planning Commission may recommend a Scenario to City Council if they so wish. If so, proceed as follows:
 - a. Scenario 1 (no other action necessary);
 - b. Scenario 2: recommend approval of P12-0220 the General Plan Amendment case modifying Policy CCM-4.4 and Implementation Tool 14 and other necessary General Plan 2025 text as necessary and modifying relevant project conditions and mitigation measures for Tract Maps TM-29515 and TM-29628;
 - c. Scenario 3: recommend approval of P12-0220 the General Plan Amendment case modifying Objective CCM-4 and its related policies as General Plan 2025 text as needed; or
 - d. Scenario 4: recommend approval of P12-0220 the General Plan Amendment case modifying General Plan 2025 text as needed and Figure 4 the Master Plan of Roadways to depict the actual alignment of the Proposed C Street (from Washington Street to Victoria Avenue).

VI. BACKGROUND/HISTORY:

Since the City's first master plan, prepared by Chas H. Cheney and adopted June 1928 the City has been working to provide circulation solutions within the Project area (Exhibit 4 – Timeline). The major events are listed below.

Tract Maps

May 2001

The City Council approved a subdivision (TM-29515) that proposed extending a road (Green Orchard Place) to ultimately connect with an existing segment of Green Orchard Place built on what was then unincorporated County land. To avoid having significant volumes of cut-through traffic using this local residential street, the City Council approved a condition of the map and a Mitigation Measure of the related Mitigated Negative Declaration (MND) prohibiting any connection between the two street segments “until the Overlook Parkway extension across the Alessandro Arroyo had been completed”.

February 2006

The City Council approved another subdivision map (TM-29628) that similarly proposed extending Crystal View Terrace from Overlook Parkway to ultimately connect with an existing stretch of Crystal View Terrace that extended from Berry Road on what was then unincorporated County land. The City Council also approved a condition of approval and a Mitigation Measure of the accompanying Environmental Impact Report (EIR) requiring “a barrier strip at the [then] City limits along Crystal View Terrace be installed until Overlook Parkway is connected to the east across the Alessandro Arroyo and to Alessandro Boulevard”. This condition was expanded by a Mitigation Measure of the EIR to require that a gate be installed to allow for emergency vehicle access, but otherwise prohibit through traffic. The attached exhibit illustrates the locations of the required gates (Exhibit 5 – Location of Gates).

Both subdivisions have recorded and the gates have been installed. The gate for TM-29515 was installed prior to the map recording and the gate for TM-29628 was installed prior to the map getting building permit issuance.

General Plan 2025

June 2003

As part of the General Plan 2025 Program a workshop was held on June 24, 2003 with the City Council and City Planning Commission. At this workshop the question was asked whether Overlook Parkway should once again be considered for removal from the General Plan as part of this update. The decision was to leave Overlook Parkway on the General Plan 2025.

April 2004

The discussion regarding the completion of Overlook Parkway did not stop with this workshop. The Citizen Advisory Committee (CAC) for the General Plan 2025 Program asked the same question; whether or not the connection of Overlook Parkway should remain on the General Plan 2025. At the April 12, 2004 CAC Meeting for the General Plan 2025 Program, a special presentation was made on Overlook Parkway, presented by the Traffic Consultant, Iteris. After discussing the matter, the CAC recommended to the City Council to leave Overlook Parkway on the General Plan 2025. However, a policy was added to the General Plan 2025 that Overlook Parkway remains a 110-foot wide roadway, but that the bridge over the arroyo should be no more than a two lane roadway.

November 2007

The City Council adopted the General Plan 2025 Program on November 27, 2007, with policies to “Prohibit the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo”. Objective CCM-4 and the four related policies are as follows:

Objective CCM-4: Provide a connection between Washington Street and SR-91 via an extension of Overlook Parkway.

Policy CCM-4.1: Limit the Overlook Parkway completion over the arroyo to a two-lane roadway within a one-hundred-ten-foot right-of-way.

Policy CCM-4.2: The connection of Overlook Parkway across the Alessandro Arroyo shall not be completed until a detailed specific plan analyzing potential connection routes between Washington Street and the SR-91 has been adopted. Analysis of the fore mentioned connection route should, at a minimum include the area bounded by Mary Street, Adams Street, Dufferin Street, and the SR-91.

Policy CCM-4.3: Ensure that LOS D or better is maintained along Victoria Avenue for intersections related to the Overlook Parkway extension.

Policy CCM-4.4: Prohibit the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo.

Current Action

Since the time the gates were installed and the General Plan 2025 was adopted, questions have been raised as to whether or not the gates on Crystal View Terrace and Green Orchard Place could be removed now that the areas southerly of the gates had been annexed into the City. One potential reason to consider removal of the gates would be if removal would provide better emergency response times for Fire and Police responders. Thus on December 14, 2010 the City Council: 1) initiated the appropriate environmental reviews to consider permanently opening the gates at Crystal View Terrace and Green Orchard Place, independent of the timing of the Overlook Parkway Crossing; and 2) authorized installation of the Phase 1 traffic safety measures including a combination of traffic stops and speed humps (Exhibit 8 – Traffic Calming Measures) (Exhibit 9 – City Council Report of December 14, 2010).

V. DETAILED PROJECT DESCRIPTION:

The purpose of this meeting is to consider a Project that includes four possible scenarios, each of which represents an alternative set of actions intended to help resolve potential vehicular circulation issues associated with the gates on Crystal View Terrace and Green Orchard Place; address the connection of Overlook Parkway easterly to Alessandro Boulevard; and potentially provide for a future connection to the SR-91.

The Draft Environmental Impact Report (EIR) fully analyzes all four circulation scenarios that are described in detail in Section 2.6 of the Draft EIR and summarized in the project description at the beginning of the report.

VI. PROJECT ANALYSIS:

The Project includes four scenarios, each of which represents an alternative set of actions intended to help resolve potential vehicular circulation issues associated with the gates on Crystal View Terrace and Green Orchard Place; address the connection of Overlook Parkway easterly to Alessandro Boulevard; and potentially provide for a future connection to the SR-91. Therefore, the Project considers traffic patterns under the following scenarios: with the gates in place on a long-term basis, with the gates removed and no connection of Overlook Parkway for the foreseeable future, with the construction of Overlook Parkway, and with the connection of Overlook Parkway plus a new connection west of Washington Street. Under all the scenarios, Overlook Parkway would remain on the Master Plan of Roadways (Exhibit 11 – Master Plan of Roadways); therefore, the City is able to consider the timing and need for traffic control devices, improvements, and connections related to the planned circulation system.

The circulation network set forth in the 1994 General Plan and the current General Plan 2025 has not yet been completed. Key features of the 1994 General Plan not constructed when preparation of the General Plan 2025 update began included the linkage of Overlook Parkway (connecting the Alessandro Heights and Canyon Crest neighborhoods); therefore, this segment was addressed in the General Plan 2025 and included on the Master Plan of Roadways. Another connection contemplated on the Master Plan of Roadways included the provision of a roadway extension west of Washington Street (the Proposed C Street).

Because there are multiple roadways and components involved, four scenarios are analyzed. The decision to analyze all four scenarios at an equal level of detail provides a comprehensive approach to the analysis of the circulation options available to the City. A preferred project (or scenario) has not been identified. By addressing all four scenarios in an equal level of detail, decision makers will have sufficient information in the EIR necessary to select a preferred scenario.

While the gates are located on two streets in the southeastern portion of the City, and the gaps in Overlook Parkway span two areas that are each less than 500 feet in length, the area evaluated for this Project encompasses a larger area. A large Project Vicinity was considered to take a comprehensive look at the circulation system that could be affected by the scenarios and to meet the requirements of Policies LU-13.2 and CCM-4.2 of the General Plan 2025. Within the Project Vicinity 28 intersections and 39 roadway links were studied. The analysis is intended to provide information about the environmental effects of the project and identify potentially significant environmental impacts (Exhibit 3 – Project Vicinity).

- **Environmental Baseline**

Section 15125 of the CEQA Guidelines requires that an EIR include a description of the physical environmental conditions in the vicinity of the Project existing at the time of the Notice of Preparation (NOP). This local and regional environmental setting normally constitutes the baseline physical conditions by which the CEQA lead agency determines whether or not an impact is significant. The environmental setting for the Project Vicinity is described in brief below and more fully within each issue of the analysis sections in Section 3.0 of the Draft EIR.

At the time of preparation of the Notice of Preparation (NOP), gates were in place on both Green Orchard Place and Crystal View Terrace. The gate on Green Orchard Place is located approximately 1,200 feet west of the intersection of Green Orchard Place and Crystal View Terrace. The gate on Crystal View Terrace is located approximately 950 feet south of the intersection of Crystal View Terrace and Overlook Parkway. The gates were regularly both opened and closed by local residents at undetermined intervals. Therefore, primarily for traffic conditions, it was necessary to establish a second environmental baseline for the Project.

The traffic study evaluates two baselines: one for the “Gates Closed” requirement and one for the “Gates Open” condition. In order to establish existing traffic conditions for the Gates Open condition, the gates at both locations were closed and then opened for defined periods between February and April 2011. The consideration of two baselines is carried through the technical analysis for traffic-dependent issues such as air quality, greenhouse gas emissions, and noise.

- **General Plan Conformance:**

Scenarios 2, 3 and 4, if chosen, will require General Plan Amendment, P12-0220, to modify the General Plan 2025 to meet the requirements of the Scenarios. Nevertheless, all four scenarios leave Overlook Parkway on the Master Plan of Roadways (Exhibit 11 – Figure CCM-4 of the General Plan 2025). In this manner, the Project builds on the

comprehensive planning process for the General Plan 2025, as the connection of Overlook Parkway is considered an important parkway connection between the Alessandro Heights and Canyon Crest neighborhoods in the General Plan 2025 (Exhibit 12 – Neighborhood Map). Should the City Council decide to remove the connection of Overlook Parkway from the General Plan 2025 a new Traffic Impact Analysis (TIA) for the entire City would need to be performed in order to understand the complete impacts of such a decision.

The scenarios represent a phased approach to the City’ Master Plan of Roadways. Scenarios 1 and 2 allow the City to make an informed decision about reinforcing or removing the gates prior to the connection of Overlook Parkway. Scenarios 3 and 4 allow the City to make an informed decision about the construction of planned roadway connections, with the gates removed only after construction of Overlook Parkway is complete.

If the City Council decides to complete Overlook Parkway and/or the Proposed C Street a schedule would be developed at the time the projects would be proposed to commence.

The four scenarios represent alternate approaches to implementation of the General Plan 2025 Master Plan of Roadways. The scenarios maintain Overlook Parkway as a planned east-west arterial in the City’s circulation system and consider the implementation of the Master Plan of Roadways, such as timing for the completion of Overlook Parkway and the status of the gates as a traffic control device. For example, the City Council will decide whether the gates remain (Scenario 1) or are removed prior to the completion of Overlook Parkway (Scenario 2). If the City Council decides to remove the gates and connect Overlook Parkway, they also have the option to complete Overlook Parkway without a connection from Washington Street to the SR-91 (Scenario 3) or with the Proposed C Street to provide a connection to SR-91 (Scenario 4). The scenarios presented in this Draft EIR support and implement General Plan 2025 policies to a varying degree.

The General Plan 2025 includes policies intended to protect historic resources and neighborhood character, preserve Proposition R and Measure C, as well as ensure an acceptable level of service on roadways. The analysis contained within this Draft EIR indicates that traffic improvements that would be required to mitigate impacts could cause secondary or indirect impacts to historic resources, including Victoria Avenue. As part of selecting a preferred scenario, City Council will also need to consider the implementation of off-site improvements and balance General Plan 2025 policies related to traffic, historic impacts, and neighborhood character. See Exhibit 15 for the General Plan Text, Objectives, Policies and Figure Related to this Draft EIR.

VII. PUBLIC NOTICE AND COMMENTS:

A copy of the Draft EIR has previously been provided to the City Planning Commission and has been available for public review since December 4, 2012. To allow adequate time for the public to review the Draft EIR a comment period of 60-days was provided and then extended an additional 28 days to March 1, 2013. The official comment period started on December 4, 2012 and ended on March 1, 2013. All comments generated during the public comment period,

including written correspondence, e-mails, phone calls and verbal comments from the City Planning Commission and the public during this City Planning Commission public hearing will receive written responses. Written responses to comments will be incorporated into a Final EIR, which will be considered for certification by the City Council at a future, separately noticed public hearing. Also, any recommendations of the City Planning Commission relative to the four Scenarios and the related Draft EIR will be forwarded to the City Council for consideration at the same future, separately noticed public hearing.

During the Public Comment period on the Draft EIR, comments were received from over 150 agencies and public responders, some of them were sent numerous times.

In addition, staff held three workshops with the public when the Draft EIR was released. The first was held December 12, 2012 with the Casa Blanca Community. The second was held on December 13, 2012 with the Orange Terrace Community and the last was held on January 9, 2013 as a joint Transportation Board and City Planning Commission Workshop. All comments received from these workshops were recorded.

All comments received via e-mail, letter, by phone and at the workshops will receive formal responses in conjunction with the preparation of the Final EIR for City Council consideration. The letters and public workshop comments have been attached to this report (Exhibit 16 – Public Comments).

In addition to the above, a Notice of Public Hearing for this project was advertised in the Press Enterprise as an 1/8 page ad and mailed to all interested parties. In total, over 400 public hearing notices were mailed to residents and property owners who requested to be notified of all hearings in regard to this matter.

VIII. ISSUES TO BE RESOLVED BY THE DECISION MAKING BODY

The development of multiple scenarios is in response to several concerns, including public safety concerns related to both emergency vehicle access gates on Green Orchard Place and Crystal View Terrace and nearby roads, the reoccurring maintenance needs related to the opening and closing of the gates and increased traffic volumes within residential neighborhoods associated with the connection of Overlook Parkway. The scenarios and the analysis contained within the Draft EIR are intended to provide a more comprehensive look at traffic patterns and distribution in the eastern portion of the City.

This Project is unique in that it does not involve a specific land use (i.e., residential, commercial), changes to land use, or new development that would inherently generate additional vehicle trips. Rather, the project involves roadway connections and circulation without a development project, the Project would not result in an increase in Average Daily Trips (ADT) to the roadway network. However, all four scenarios involve changes to the traffic circulation system. The four scenarios would redistribute how traffic flows within an area. In some cases, the scenarios divert traffic from residential collector streets that are not designed to handle a high capacity of vehicles to arterial streets that are designed for a higher capacity of vehicles. In other cases, certain roads and routes may “attract” trips as drivers select routes that are shorter or are perceived as less congested. In some cases, new or widened roadways divert traffic from Local Streets to Arterial Streets that are designed for a high capacity of vehicles during peak operating

hours. Although the scenarios would not generate trips in the sense that typical residential/commercial projects do, they have the potential to redistribute and attract trips, which can cause impacts to traffic and other traffic-based environmental issues, such as air quality and noise.

Each scenario has a defined project impact area (PIA) where specific improvements are proposed (e.g., the gates, Overlook Parkway, and Proposed C Street). Early on, a larger study area was selected in order to evaluate intersections and links that could be affected by proposed project components near Overlook Parkway and as required by the General Plan 2025. The larger area, referred to as the Project Vicinity, includes approximately 7,500 acres in the eastern portion of the City. Within the larger Project Vicinity, 28 intersections and 39 roadway links were studied. The results of the traffic analysis for all scenarios indicate that intersections and links require mitigation involving signalization and road widening and modifications to accommodate turn lanes to varying degrees. These associated improvements (Exhibit 17 – Project Impact Areas) are located outside of the actual construction areas for the related impacts associated with the gates (Eastern Fill Crossing PIA), Overlook Parkway (Alessandro Arroyo PIA), and Proposed C Street (Western PIA and Scenario 4 Components) and are thus referred to as “off-site improvements” throughout the Draft EIR.

The General Plan 2025 includes policies intended to protect historic resources and neighborhood character, preserve Proposition R and Measure C, as well as ensure an acceptable level of service on roadways. The analysis contained within this Draft EIR indicates that traffic improvements that would be required to mitigate impacts could cause secondary or indirect impacts to historic resources, including Victoria Avenue. As part of selecting a preferred scenario, City Council will need to consider the implementation of off-site improvements and balance General Plan 2025 policies related to traffic, historic impacts, and neighborhood character.

In addition to the required amendments related to General Plan 2025 policies, Scenarios 3 and 4 would trigger the need for the City to acquire property or easements for right-of-way to accommodate Project components such as the Overlook Parkway connection and Proposed C Street.

In an effort to ease analysis staff has prepared a table that compares required Mitigation Measures and Significant and Unavoidable Impacts side-by-side for all issues (Exhibit 14 – Summary of Scenario Impacts Table). As well, Table S-1 in the Executive Summary of the Draft EIR summarizes the results of the environmental analysis completed for the Project. Table S-1 identifies significant project impacts and includes mitigation measures to reduce and/or avoid potential environmental effects as feasible, with a conclusion as to whether the impact would be mitigated to below a level of significance. The mitigation measures listed in Table S-1 are also discussed within each relevant topical area and within the Mitigation Monitoring and Reporting Program (MMRP) included as Section 9.0 of the Draft EIR.

In reviewing the comments received to date some common themes were noted as follows:

Where can you find what the overall good will be of each of the scenarios?

The overall good of each scenario is based upon a person’s point of view. In other words, it will depend upon whether your emphasis is on, for example, protecting Victoria Avenue, protecting

the Greenbelt, protecting the Alessandro Arroyo, providing greater circulation for the entire City, preventing traffic on your street. However a good place to start is as follows:

- In the Draft EIR pages S-2 through S-6. The overall good of the Project is to help resolve vehicular circulation issues, to address safety concerns within residential neighborhoods in the Overlook area, to implement the General Plan 2025, and to effectuate several other objectives as noted in the Draft EIR.
- Because there are multiple ways to achieve one or more of the objectives to varying degrees, the Draft EIR evaluates the pros and cons of four different scenarios. For example, see the Draft EIR Figures 3.11-25a through 3.11-26b for a representation of the intersections impacted under each scenario, in both Year 2011 (present) and Year 2035 (buildout). Also see Tables 3.11-39 through 3.11-42 for a summary of intersection and link impacts under each scenario in both Year 2011 (present) and at Year 2035 (buildout). Also refer to Exhibit 14 – Summary of Scenario Impacts Table. Another helpful table is Table 8-1 on pages 8-12 through 8-16 of the Draft EIR.

Does the Draft EIR analyze the repercussions on surrounding roadways for each scenario?

Yes, the analysis evaluates traffic volume changes (increases and decreases) on other surrounding roadways for each scenario in both the Traffic Impact Assessment (TIA) in the Appendices and the Draft EIR. Refer to Figures 3.11-25a through 3.11-26b for a visual representation of the intersections that were quantitatively analyzed. This is also discussed qualitatively throughout the Traffic Section in the Draft EIR, Section 3.11.

Is there a quantitative and qualitative analysis of traffic in the greenbelt today versus building C Street? Will building C Street protect the majority of the greenbelt from other cut-through traffic?

First, it should be noted that the Draft EIR and modeling done for the Draft EIR found that none of the scenarios attracted additional traffic through the area but rather redistributed existing traffic.

- A qualitative and quantitative discussion of traffic is included in the Draft EIR on pages 3.11-96 through 3.11-104. The effect of building C Street (i.e., Scenario 4) on 2011(present) traffic is discussed on page 3.11-99. The effect of building C Street (i.e., Scenario 4) on 2035 (buildout) traffic is discussed on pages 3.11-102 through 3.11-103.
- The discussion does not specifically use the terminology “greenbelt” in this section; though the greenbelt is depicted elsewhere in the Draft EIR (see Figure 3.1-2). In summary, C Street provides a more direct route to SR-91 for freeway access. C Street is proposed in order to have a designated route to accommodate traffic volumes in this area. C Street would reduce traffic volumes on roadways in the greenbelt such as Madison Street south of Victoria Avenue and Washington Street north of Dufferin Avenue.
- On a daily basis, the traffic analysis shows lower volumes on many streets in the area, including portions of Victoria Avenue, Lincoln Avenue, Bradley Street and Mary Street.

However, as shown in Figures 3.11-26a and 26b, several intersections would remain operating at an unacceptable LOS in the Year 2035 (buildout).

Does traffic in the greenbelt increase if Overlook Parkway is not built?

- This Draft EIR studies the removal of the gates on Crystal View Terrace and Green Orchard Place. It does not study the removal of Overlook Parkway. Traffic in the greenbelt is analyzed, but not for the removal of Overlook Parkway. Should the City Council decide to remove the connection of Overlook Parkway from the General Plan 2025 a new Traffic Impact Analysis (TIA) for the entire City would need to be performed in order to understand the complete impacts of such a decision.

If C Street is built is there a reduction in the cut-through traffic in greenbelt?

As noted above, the modeling done for the Draft EIR found that none of the scenarios generate new trips through the area but rather redistributed existing traffic. Scenario 4, C Street, takes the traffic to SR-91 and does benefit the greenbelt by focusing/directing traffic on the new route to minimize traffic impacts to the greenbelt under the General Plan 2025 buildout. With the implementation of C Street, there is a more direct route to SR-91 for freeway access. On a daily basis, the analysis shows lower volumes on many streets in the greenbelt, including portions of Victoria Avenue, Lincoln Avenue, Bradley Street, and Mary Street. (See discussion of cut-through traffic in the Draft EIR pages 3.11-96 through 3.11-104.) Scenarios 1 and 2 assume Overlook Parkway is not built by 2035 and therefore, traffic continues to find its way into the greenbelt. Scenario 3 does assume Overlook Parkway is built by 2035 but does not provide a way for traffic to get to the SR-91 so traffic will disperse using all route including the greenbelt routes.

Was the area around Hawarden Drive studied?

- Several intersections along (and near) Hawarden Drive were analyzed as part of the study, and changes in traffic volumes can be compared for the different Scenarios. In particular, intersections #23 (Mary Street and Hawarden Drive), and #24 (Hawarden Drive and Overlook Parkway).
- The City has methods to implement turn restrictions at intersections if needed.

If Overlook Parkway is built, what would it do to traffic volumes on Canyon Crest Drive?

- To summarize:
 - In the future, there is virtually no difference in the daily volumes on Canyon Crest Drive with implementation of any of the 4 scenarios.
 - The peak hours do not change significantly on Canyon Crest Drive, regardless of which scenario is selected.
 - Currently at the intersection of Canyon Crest Drive and Alessandro Boulevard, there are a large number of vehicles that turn left from Canyon Crest Drive onto southbound Alessandro Boulevard; and conversely a large number of vehicles that turn right from northbound Alessandro Boulevard onto Canyon Crest Drive. Once Overlook Parkway is extended, many of these turning vehicles will utilize Overlook

- Parkway instead of turning. The analyses show that overall, there is projected to be little change in volumes on Canyon Crest Drive.
 - On a daily basis in 2035, there is virtually no difference in volumes on Canyon Crest Drive north/east of Alessandro Boulevard. There is currently a very large southbound left (Canyon Crest Drive onto southbound Alessandro Boulevard) in the AM, and northbound right (northbound Alessandro Boulevard onto Canyon Crest Drive) in the PM.
- In Scenarios 3 and 4, some of the vehicles currently turning as described above become through traffic onto Overlook Parkway. In the 2035 peak hours, the total peak hour traffic on Canyon Crest Drive is projected to be fairly similar across the different Scenarios.

Is there a discussion and analysis of the traffic signal design at Washington Street and Victoria Avenue?

- The Draft EIR, pages 3.4-10 and 3.4-15, discusses the historical importance of Victoria Avenue. The potential impacts at the intersection of Victoria Avenue and Washington Street are discussed in the Draft EIR pages 3.4-18 and -19. Page 3.4-19 discusses “off-site” improvements, including those at the intersection of Victoria Avenue and Washington Street, and concludes that such impacts would be significant.
- Accordingly, the Draft EIR states that mitigation measure CUL-1 would be imposed to help mitigate for those off-site improvements. However, that mitigation will not reduce the impact to below a level of significance.
- Although CUL-1 includes certain performance standards (low-profile traffic lights, low curbs, plantings, etc.), a rendering of the re-designed intersection at Washington Street and Victoria Avenue showing these features is not included in the Draft EIR.
- In addition, the Cultural Resources Survey for the Crystal View Terrace/Green Orchard Place/Overlook Parkway Project, found in the Appendices, makes recommendations for a sensitive design for the traffic signals on Victoria Avenue (pages 66 – 67).

Is there a quantification of cut-through traffic (ex. at the intersection of Victoria Avenue and Mary Street)? The concern is that a lot of County residents use this as a cut-through during peak hours?

As noted above, the Draft EIR and modeling done for the Draft EIR found that none of the scenarios attracted additional traffic through the area but rather redistributed existing traffic.

- Given that the Project does not create new traffic and only redistributes traffic, an analysis of a.m. and p.m. cut-through traffic is not included in the Draft EIR. This is because trying to quantify the amount of traffic traversing the area that originates from or destined to locations outside the immediate study area can be difficult (i.e., record license plates from roadways in the area of concern, however, vehicles that have a “legitimate” reason to be in the area [schools, shopping, jobs] may be incorrectly identified as cut-

through traffic). An analysis of license plates can be made to better quantify origins and destinations of vehicles, but this is very costly.

- Changes in traffic volumes were looked at on a daily basis. The study shows minimal increase in volumes from outside of the City with the completion of Overlook Parkway or C Street. Some areas will experience an increase in traffic within their localized area, while others will experience a decrease in their localized area. As an example, someone who lives near the Arroyo may use Alessandro Avenue and Arlington Avenue to access SR-91, while with implementation of either Scenarios 3 or 4 they would have the ability to access SR-91 via Overlook Parkway and Madison Street. The same person, same destination, different route.

To address and mitigate people's concerns with the speed of traffic on Overlook Parkway, can numerous stop signs, wide bike lanes, etc. be installed to slow down motorists and make Overlook Parkway less desirable to use as cut-through?

Yes, it should be noted that the General Plan 2025 has the following Policy:

Policy CCM-4.1 – *Limit the Overlook Parkway completion over the arroyo to a two-lane roadway within a one-hundred-ten-foot right-of-way.*

As such, the design of the bridge will help to slow traffic down.

- Overlook Parkway is designed to function as an arterial; however, the City has a toolbox of traffic calming measures that could be implemented to slow down motorists. For example, the General Plan 2025 Master Plan of Trails and Bikeways identifies Class II Bikeways along Overlook Parkway.
- Class II bikeways provide a restricted right-of-way on a roadway's shoulder designated for the exclusive or semi-exclusive use of bicycles. These connections would be completed if either Scenario 3 or 4 is selected. (See Draft EIR pages 3.11-172 through -173.)
- As on any local street within the City, the movement of through traffic is discouraged. The City, through the Department of Public Works, has an active Neighborhood Traffic management Program to minimize and/or prevent intrusion of regional cut-through traffic into residential neighborhoods, through traffic management and traffic calming strategies; and to improve the livability of neighborhoods through controlling the impacts of outside traffic. The strategies include speed control methods, parking restrictions, speed humps, pedestrian safety improvements, and sight obstruction elimination. This program would be used for any local street experiencing an increase in cut-through traffic, no matter the reason for the increase in traffic.

If Scenario 4 is chosen, is Madison Street capable of handling more traffic, by removing some of the somewhat temporary traffic calming elements that have been installed and/or making the roadway wider at street intersections?

- The Traffic Impact Analysis (TIA) and the Draft EIR assumed that Madison Street would be 4 lanes north of Victoria Avenue at buildout, consistent with General Plan 2025. The Draft EIR does not provide an analysis of what the LOS would be if Madison Street were altered from its General Plan 2025 design. Currently, Madison Street is altered from that buildout design, with bulb outs and other temporary traffic calming measures under EP-007-967 approved by City Council on June 26, 2001. This was the project to modify Madison Street between Lincoln and Victoria Avenues and between Evans Street and Indiana Avenue from a four lane street to a three lane street (one travel lane in each direction with a continuous center turn lane) for a distance of approximately 2,400 feet. Improvements included the construction of intermittent landscaped center medians and parkway planters. Since the improvements were designed to be temporary in nature no change to the Circulation Element was required.

Did the traffic report assume separated grade crossing at railroads (i.e. with Scenario 4, on Madison Street)?

The model runs and TIA prepared for the Draft EIR did not assume separated grade crossings at railroads as it took a more conservative approach to the analysis.

- Travel demand models, as used in the Draft EIR analysis are not sensitive to grade separations, and thus were not considered in the TIA.

What other alternatives were considered besides the four scenarios?

For a thorough analysis of alternatives considered but rejected please see the Draft EIR Section 8.0. A quick summary follows:

- Overlook Parkway – Stripe to Four Lanes Alternative

Under the *Overlook Parkway - Stripe to Four Lanes Alternative*, the connection of Overlook Parkway easterly to Alessandro Boulevard and across the Alessandro Arroyo would be constructed in a similar alignment as proposed under Scenarios 3 and 4: 88 feet of curb-to-curb improvements with a 12-foot wide median, within a 110-foot wide right-of-way. However, under this alternative, Overlook Parkway would be striped as a four-lane arterial in the near-term on the bridge over the Alessandro Arroyo. The General Plan 2025 Master Plan of Roadways exhibit includes a note which specifies that, “Overlook Parkway shall be a 2-lane, 110-foot arterial with a wide median parkway...” Additionally, General Plan 2025 Policy CCM-4.1 limits the Overlook Parkway completion over the arroyo to a two-lane roadway within a 110-foot right-of-way (Exhibit 11 Master Plan of Roadways).

- Proposed C Street Extension – Madison Street Extension Alternative (Exhibit 13)

The *Proposed C Street - Madison Street Extension Alternative* provides an alternate route for the connection to SR-91. This alignment involves an alternative alignment for Proposed C Street from the existing terminus of Overlook Parkway to the existing intersection of Madison Street and Victoria Avenue (Figure 8-1). This alternative involves construction of a new roadway as well as improvements to existing segments of Madison Street. The extension of the Proposed C Street under this alternative would begin at the existing Overlook Parkway/Washington Street intersection, and then continue west toward the existing three-way intersection at Madison Street, Dufferin Avenue, and Prenda Avenue. From here, the alignment would continue along the existing segment of Madison Street before connecting at the Victoria Avenue/Madison Street intersection. The alignment would traverse west of the residential area within the Arlington Heights Greenbelt and would not involve the closure of Washington Street or Dufferin Avenue.

- Proposed C Street – Victoria Underpass Alternative (Exhibit 13)

The *Proposed C Street– Victoria Underpass Alternative* involves an alternate alignment for a connection in the west. Under this alternative, the Proposed C Street would begin at the existing Overlook Parkway/Washington Street intersection and extend in the northerly direction toward the SR-91. In order to avoid impacts to Victoria Avenue, the alignment would include an underpass at Victoria Avenue (Figure 8-2). In order to protect views and features which contribute to the historic character along Victoria Avenue, the underpass would begin transitioning to a below-grade roadway several hundred feet south of Victoria Avenue. North of this intersection, the Proposed C Street would include two 350-foot-radius curves and would branch off in both the eastern and western directions connecting at Madison Street and Washington Street. The two legs that branch off the main alignment would serve as one-directional (one-way) arterials; the eastern leg would connect traffic to Washington Street, while the western leg would connect traffic to the main alignment from Madison Street. This configuration would enable southbound motorists traveling along Madison Street to continue to the Overlook Parkway/Washington Street intersection by way of the west leg of the proposed alignment of the Proposed C Street.

- Washington Street and Lincoln Street Improvements Alternative (Exhibit 13)

The purpose of the *Washington Street and Lincoln Street Improvements Alternative* is to provide an alignment that minimizes the amount of required construction and right-of-way acquisition from construction of new roadways (e.g., the Proposed C Street) by improving existing roadways along Washington Street and Lincoln Avenue. Reconstruction of existing Washington Street would consist of increasing the number of lanes from two to four between Overlook Parkway and Lincoln Avenue.

Does the Draft EIR talk about differences in emergency response times with Overlook Parkway completed versus not being completed?

- Yes, Section 3.11 of the Draft EIR includes general discussion about changes in response times for scenarios. Emergency service providers were contacted as part of the Draft EIR process. They stated that with Overlook Parkway completed, first responders would have a shorter, more direct route. In addition, depending on location of the call, responders would be traveling on an arterial street with higher speed limits which would also decrease response time. (See Draft EIR pages 3.11-163 through 3.11-167.)

Is there a discussion of social justice issues with respect to the Casa Blanca neighborhood?

CEQA does not require social justice or environmental justice impacts to be evaluated and therefore there are no thresholds established. However, we did look at social and environmental justice issues using the General Plan 2025 Air Quality Element as guidance.

- With respect to traffic, analysis included intersections throughout the Project vicinity, including within the Casa Blanca community. The traffic impacts to intersections and links would occur in multiple neighborhoods within the Project vicinity and are not concentrated within any one particular community.
- Nonetheless, Casa Blanca is discussed in the land use section of the Draft EIR, including reference to historic uses and consistency with General Plan 2025 Policies AQ-1.1 (equitable decision-making related to socioeconomic status or geographic location, from the health effects of air pollution) and AQ-1.2 (potential environmental justice issues in reviewing impacts). (See Draft EIR pages 3.9-11 through -12.)
- Ultimately, the Draft EIR found no disproportionate impacts would occur within the Casa Blanca community (e.g., land use, traffic, air quality/hot spot). Specifically, please see the discussion of Casa Blanca on Draft EIR pages 3.9-39 (addressing environmental justice issues in Casa Blanca as to Scenario 1); 3.9-41 (addressing environmental justice issues in Casa Blanca as to Scenario 2); 3.9-42 through -43 (addressing environmental justice issues in Casa Blanca as to Scenario 3); and 3.9 44 (addressing environmental justice issues in Casa Blanca as to Scenario 4).

IX. SUMMARY

Staff concurs with the methodology and findings of the Draft EIR. Findings of Fact and a Statement of Overriding Considerations (SOC) will be prepared for consideration by the City Council in conjunction with the certification of the Final EIR and the Council's proposed Scenario for approval. Under the SOC, the City Council will be asked to balance, as applicable, the economic, legal, social, or other benefits of the proposed Scenario against its unavoidable environmental risks when determining whether to approve the Scenario and, if the specific economic, legal, social, or other benefits of the proposed project outweigh the unavoidable adverse environmental impacts, the effects may be considered "acceptable", supported by substantial evidence (findings of fact) in the record.

X. EXHIBITS:

1. Location/Zoning Map
2. General Plan Map
3. Aerial Photo – Project Vicinity
4. Timeline
5. Location of Gates
6. Transportation Committee Report of December 10, 2009
7. Transportation Committee Report of November 15, 2010
8. Traffic Calming Measures
9. City Council Report of December 14, 2010
10. Scenarios
11. Master Plan of Roadways
12. Neighborhood Map
13. Proposed Roadway Improvements
14. Summary of Scenario Impacts Table
15. General Plan Text, Objectives, Policies and Figure Related to this Draft EIR
16. Public Comments
17. Project Impact Areas

RECOMMENDED CONDITIONS & GENERAL INFORMATION NOTES

Case Number: P12-0220 (GP)

Meeting Date: June 6, 2013

CONDITIONS *All mitigation measures are noted by an asterisk (*).*

Case Specific

● **Planning**

1. Prepare the necessary redline/strikeout of the Objectives, Policies text and figures in the General Plan 2025 as needed, dependent upon the Scenario chosen.

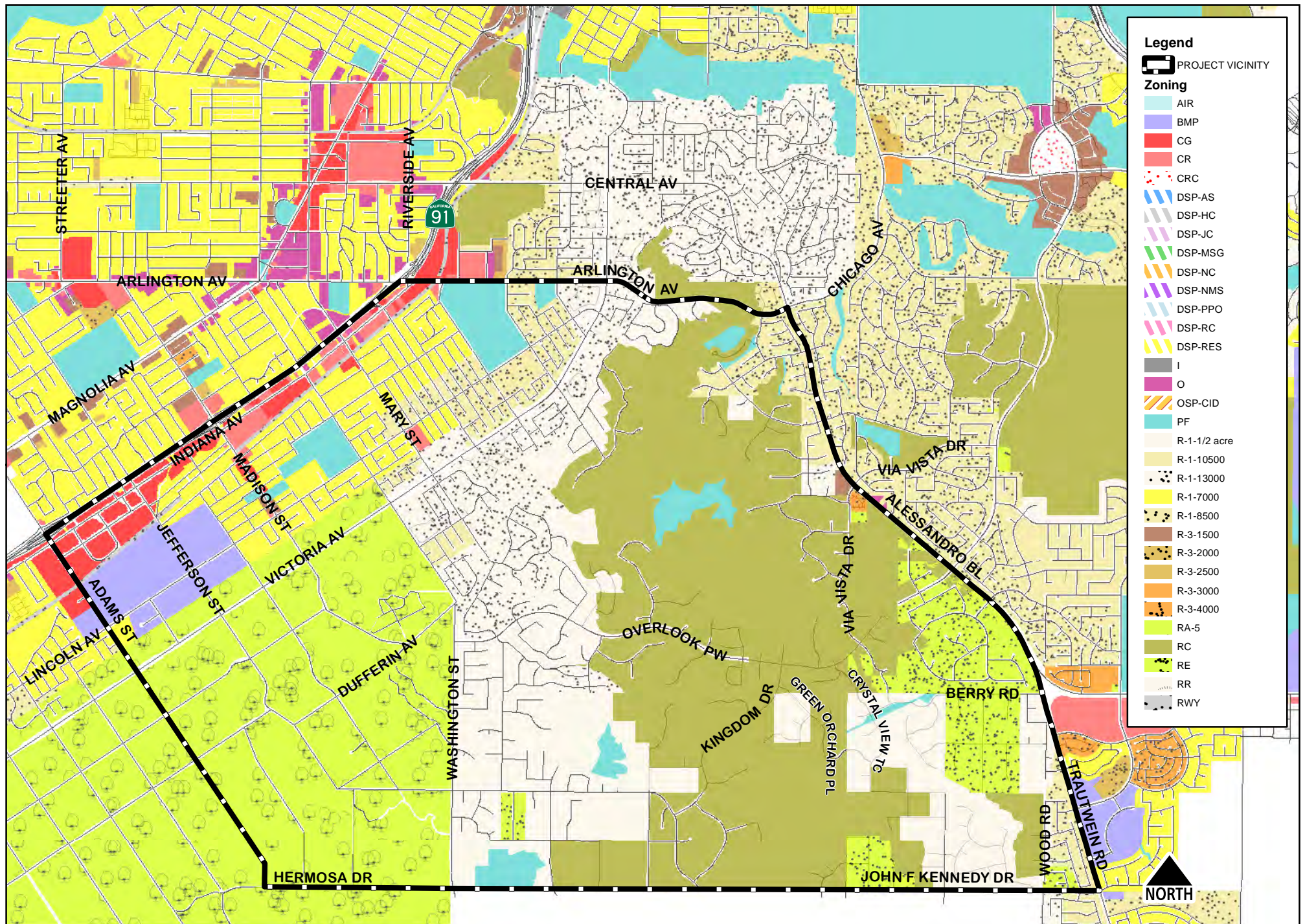
Standard Conditions

Planning

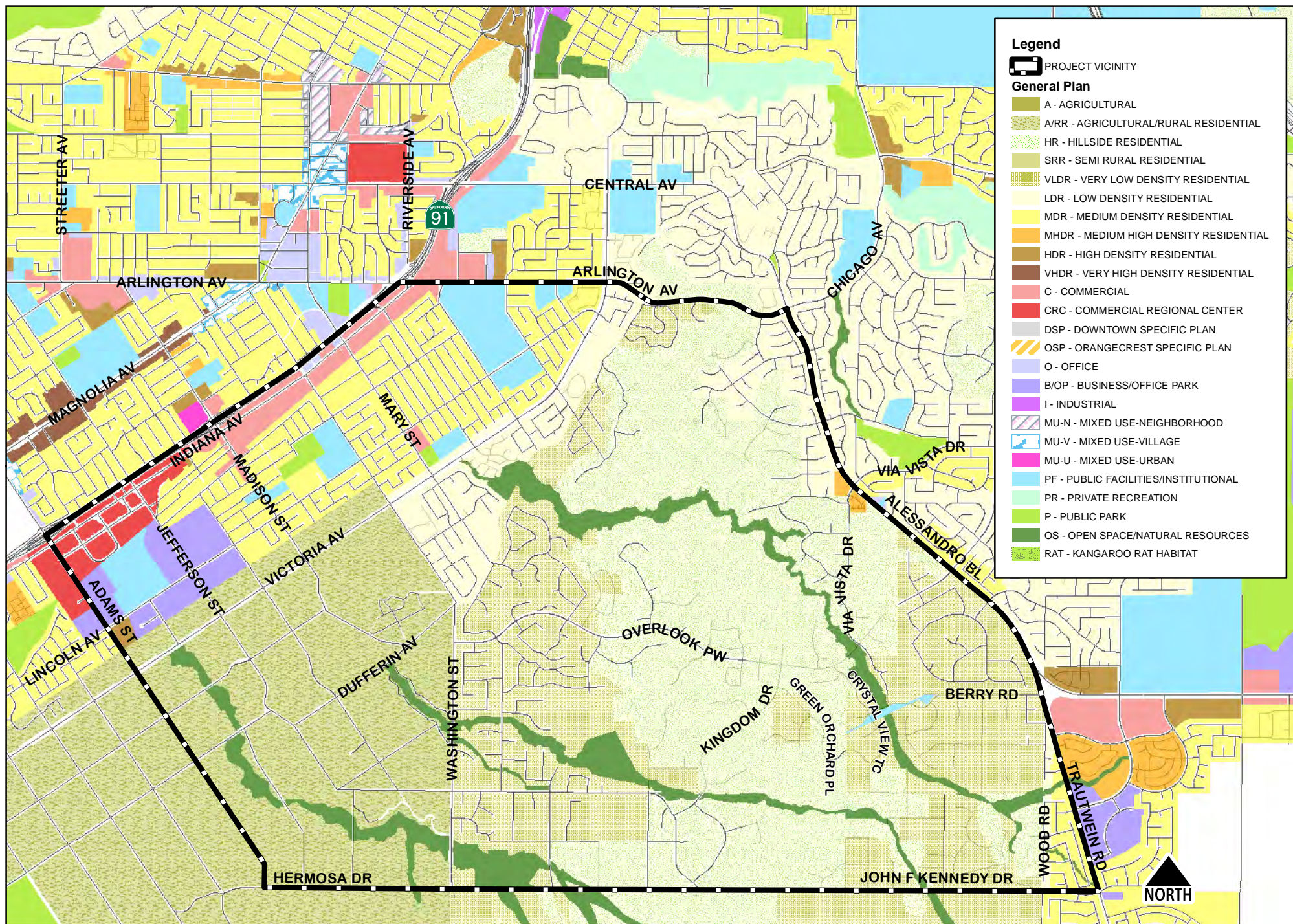
2. The City Attorney's Office shall prepare the appropriate resolution for City Council adoption of the General Plan Amendment within thirty days.

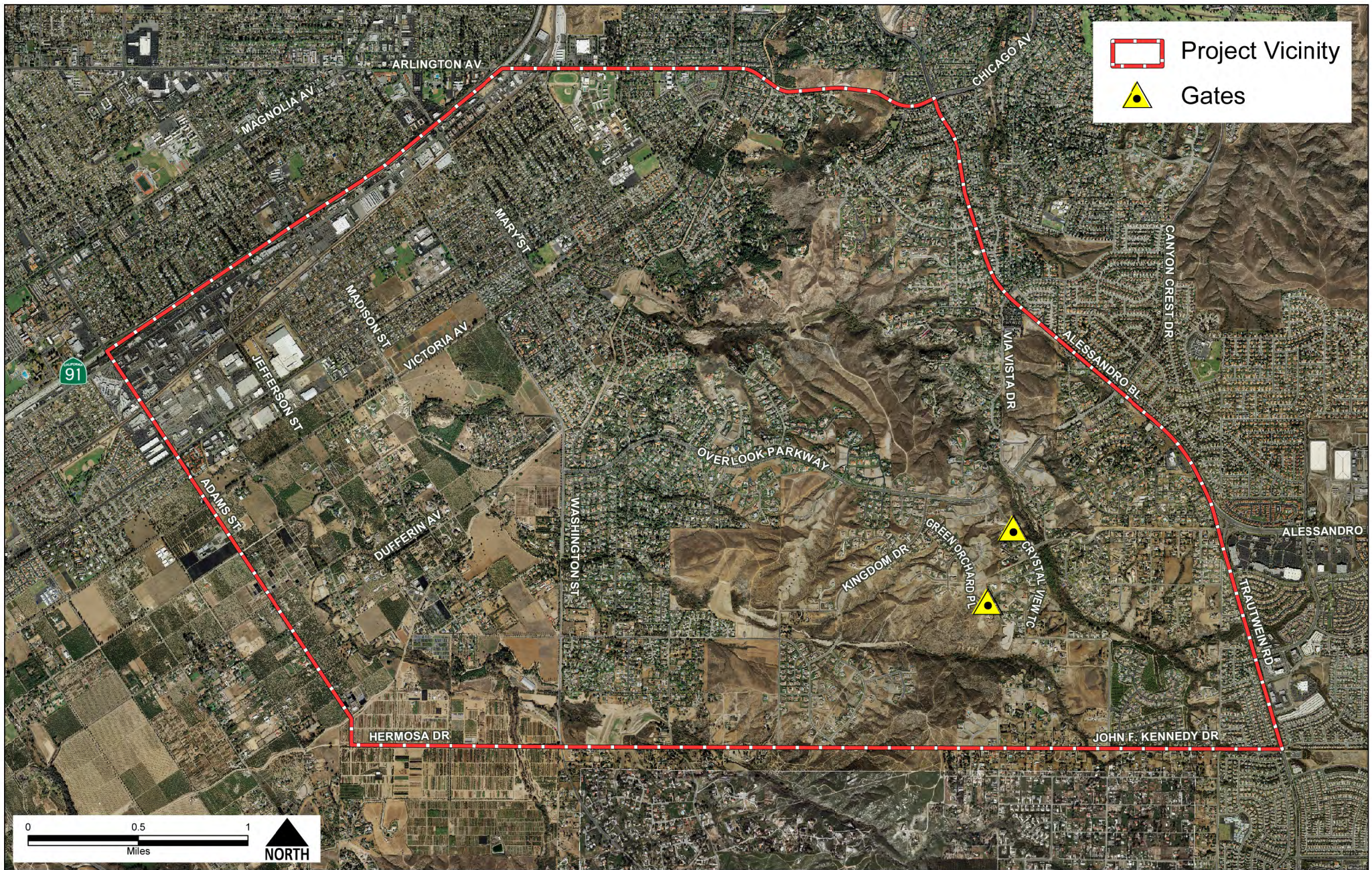
GENERAL INFORMATION NOTES

1. Appeal Information
 - a. Actions by the City Planning Commission, including any environmental finding, may be appealed to the City Council within ten calendar days after the decision.
 - b. Appeal filing and processing information may be obtained from the Community Development Department, Planning Division, Public Information Section, 3rd Floor, City Hall.



P11-0050/P12-0220, Exhibit 1 - Zoning





P11-0050/P12-0220, Exhibit 3 - Project Vicinity and 2012 Aerial Photo

Timeline

1. **1928** – June 1928 the Cheney “Major Traffic Street Plan and Report” was adopted. The following was noted in the plan:

Brockton Avenue – Locust Street – Mary Street – Washington Street

Brockton Avenue is a permanently needed through traffic thoroughfare, to relieve Magnolia Avenue. It is to be 100-feet in width from Jurupa Avenue to Seventh Street and 84-feet for the balance of the way, and extended in a straight line into Locust Street widened, and to a connection to Fairmount Boulevard at Fairmount Park. At Arlington Avenue it should be cut through into Mary Street (which is now 80-feet in width) and the latter connected up west of the Gage Canal with Dufferin Avenue and Washington Street, widened, as shown on Map 1. Washington Street is to be widened and extended in a curved route around the arroyo and continued southerly over the widened County Road into Mocking Bird Canyon Road, as shown on Map 1.

2. **1954** – In 1954 the City’s Master Plan exhibit – Land Use, Streets & Highways depicted Madison Avenue, a Primary Roadway between Arlington Avenue and Victoria Avenue. Southerly of Victoria Avenue, Madison Avenue is shown connecting with Cleveland Avenue with a “T” intersection and proceeding south to Dufferin Avenue. Dufferin Avenue was shown connecting with Washington Street, a proposed Secondary Street. In addition, Mary Street, a proposed Secondary Street, continued southerly past Victoria Avenue curving westerly to connect with Washington Street in approximately the same location as the Madison Street/Dufferin Street connection. A Primary Street was proposed for an 86’ wide right-of-way (ROW), additional ROW may be required for drainage purposes. The size of a Secondary Street was not called out in the Master Plan.
3. **1959** – Major Street and Highway Plans prepared for the County of Riverside. Mary Street proposed to extend south via Washington Street to connect with a new road proposed for Woodward Grade. Both Madison and Adams Streets were proposed to extend east of existing orange groves on locations which are integrated with future subdivision planning in southeastern section of the City. For Phase II (1965-1970) the plan was to secure right-of-way for extensions of Adams, Madison and Mary Streets south of Victoria Avenue. These streets were to be developed to four-lane divided arterials standards north of Victoria Avenue. Madison Avenue was proposed to curve to the east southerly of Victoria Avenue and to connect with Alessandro Boulevard approximately where Alessandro Boulevard and Trautwein Road diverge. This plan provides street sections and projected traffic counts for the year 1980.
4. **1969** – Overlook Parkway first appeared on the 1990 General Plan, prepared by Livingston and Blayney, and adopted on November 12, 1969. In this General Plan it was called Madison Street and it was proposed to cross Victoria Avenue, connecting with Dufferin Avenue and then turning east to meet Washington Street (which only was proposed to go as far north as Madison Street as a Primary or Secondary Thoroughfare) and then meandering to connect with Alessandro Boulevard. This connection was proposed as a Primary thoroughfare. At the time this General Plan was prepared a road did exist in this location and was known as Muirfield Road. In addition, Bradley Street was proposed to swing northerly and connect to Via Vista Drive at Alessandro Boulevard, as a Secondary Thoroughfare. Thereby, providing two major street connections through, what is now known as, the Overlook area. Madison Street was proposed

to be a “Major Thoroughfare” with four lanes in 110’ ROW between Dufferin Avenue and Alessandro Boulevard and four lanes in an 80’ ROW between Dufferin Avenue and Victoria Avenue on the proposed 10-year plan. If not on the 10-year plan then Major Thoroughfares were proposed to carry up to 22,000 vehicles per day and Secondary Thoroughfares were proposed to carry 11,000 vehicles per day. Bradley Street was proposed to be a “Secondary Thoroughfare,” carrying up to 11,000 vehicles per day. In 1969, when this General Plan was adopted, there was also a discussion of creating a new Freeway Route (SR-81) through the area; however CalTrans was still contemplating what route would work best. Resolution 11386 signed 11-12-69.

5. **1972** – After the adoption of the 1990 General Plan in November 1969, a General Plan Amendment adopted in March of 1972 changed the name of the General Plan from “City of Riverside General Plan: 1990” to “City of Riverside General Plan.”
6. **1976** – The Parking and Traffic Commission on March 3, 1976, recommended that the Public Works and Planning Departments conduct a comprehensive evaluation of the proposed routes for Washington Street between the community of Woodcrest and State Route 91. Staff was specifically requested to evaluate the traffic impact caused by proposed routes joining Washington Street with Mary and Madison Streets. The Circulation and Transportation Element of the General Plan indicated Madison Street to be extended from its terminus at Dufferin Avenue to Washington Street and continuing easterly to Alessandro Boulevard. Washington Street was shown to end as a major arterial at Madison Street and to be realigned to connect to Mary Street. The population growth upon on which the General Plan was based was much greater than what was at this time (July 1976) expected by 1996.

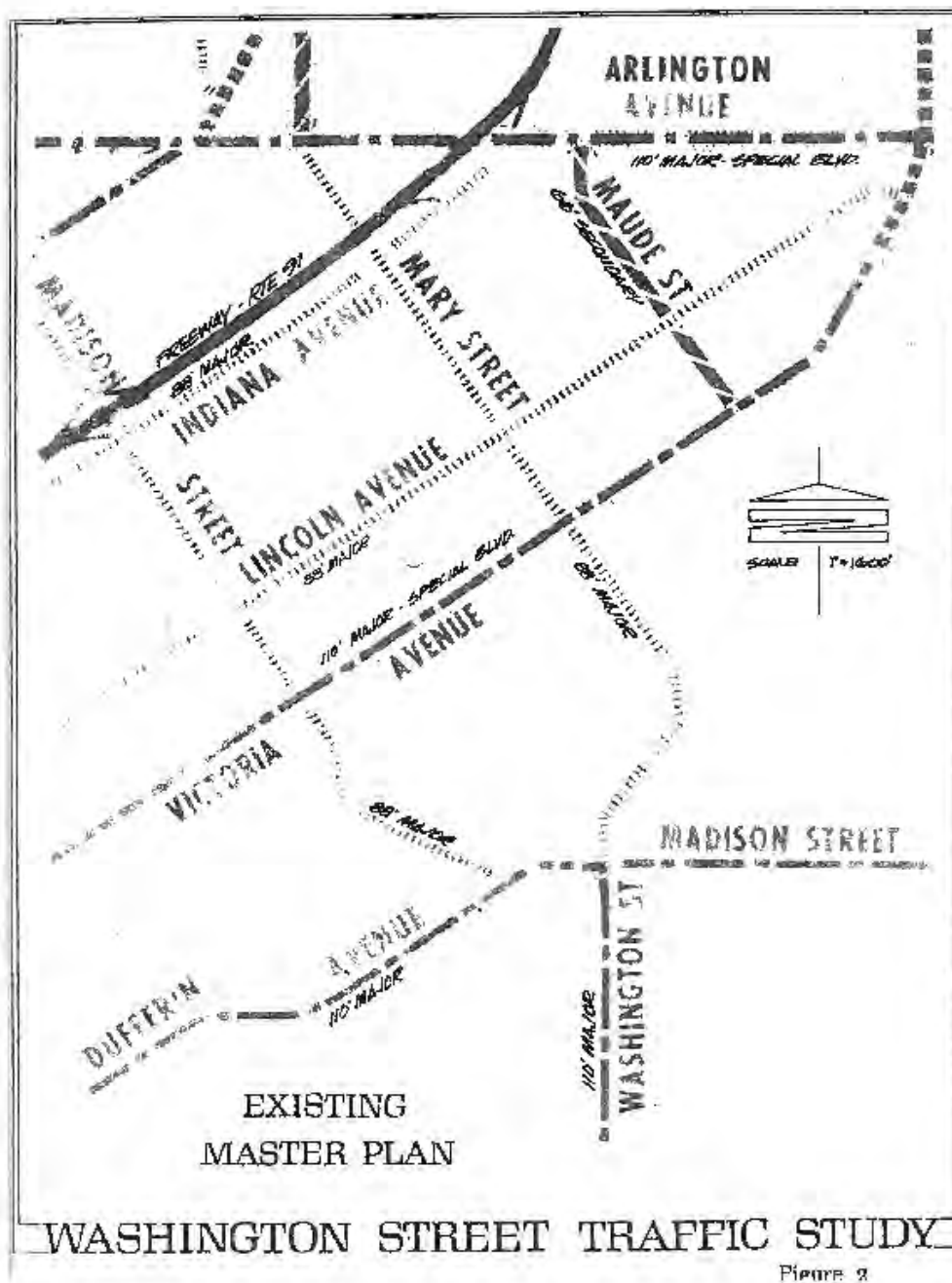


FIGURE 2

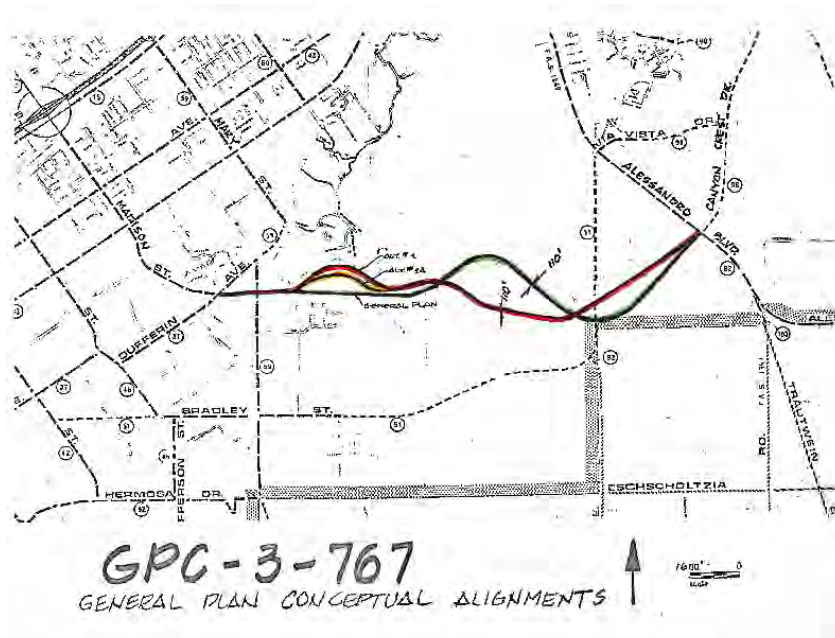
A traffic study was prepared by the Public Works Department and was organized into two phases. The first phase was to determine travel desires of persons using the Washington Street corridor and the second phase was to use the related travel desires to determine impacts on the street system in the area. The conclusion of the Traffic Study indicated that the Master Plan alignments for Washington, Mary and Madison Streets reflect the travel desires of those that would be using the proposed streets and should be retained. The priorities recommended for improvement of the Master Plan system should be:

- Widen Washington Street to a high standard two lane roadway from the southerly City limits to the future Mary Street connection;

- Construct a connection between Washington Street and Mary Street; and
- The final priority, which may not be needed, in the near future would be the construction of a connection between Madison Street and Washington Street.

The origin and destination study showed that the major travel desire from the Washington Street corridor is to the North and East. 76% of the morning and 67% of the evening traffic desired to travel in that direction. After considerable public comment, the City Council adopted Resolution 12984 on January 11, 1977, amending the Master Plan as follows:

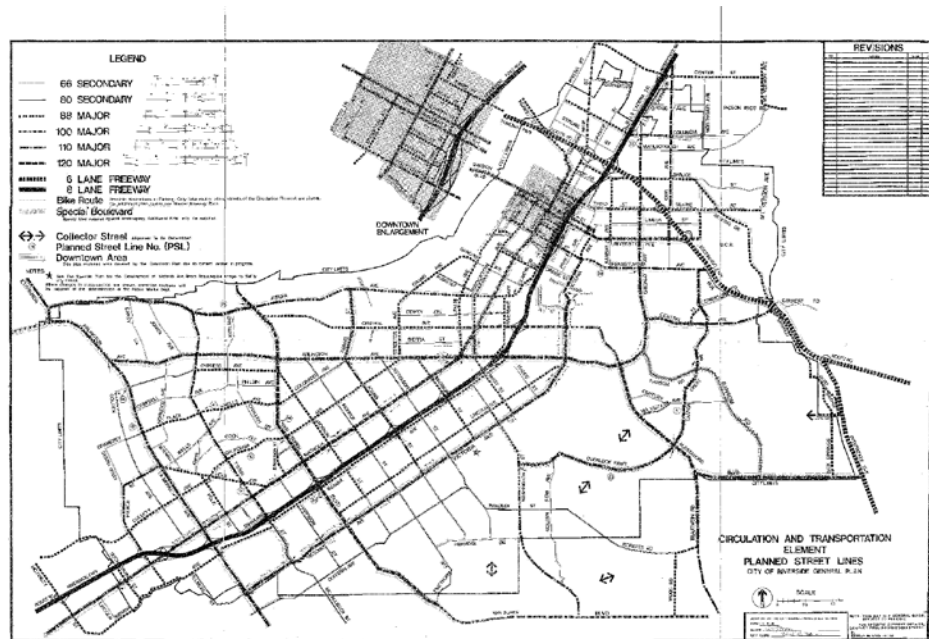
- Deleted Mary Street as an 88-foot-wide Major Arterial, between Victoria Avenue on the north and Mary Street's designated conjunction with Washington Street on the south;
 - Deleted Madison Street as an arterial between Victoria Avenue and Washington Street; and
 - Designated Washington Street between Victoria Avenue and the vicinity of Tiger Tail Drive as an 88-foot-wide Major Arterial.
7. **1977** – Concurrently with the above case, the Planning and Public Works Departments were also addressing the alignment of Madison Street between Washington Street and Alessandro Boulevard, particularly as it pertained to Tract Map 8126. Two alternate routes for Madison Street were proposed in addition to the proposed General Plan route under GP-3-767.



This case was also heard by the City Council on January 1, 1977. The City Council, under Resolution 12985 adopted the following:

- Any previously designated general alignment for that portion of Madison Street between Washington Street on the west and Alessandro Boulevard on the east was deleted; and
- Alternate #1 as shown on display map GPC-3-767 was adopted.

8. **1977** – The Arlington Heights Area Plan, adopted July 1977, maintained the Circulation Element as adopted.
9. **1981** – On May 12, 1981, a new Circulation & Transportation Element of the General Plan was adopted (EP-36-790/GP-13-801). Under this Circulation & Transportation Element the following occurred as it relates to the Overlook area:
 - A new street was designated from Muirfield Road and Washington Street to Canyon Crest Drive where it intersects with Alessandro Boulevard. The new street was approved to be called Overlook Parkway and designated as a 110' foot right of way, including a special landscape boulevard design.
 - A Collector Street between Via Vista Drive and Bradley Street, with the alignment to be determined, was designated.
 - Golden Star was designated a 66-foot-secondary street between Overlook Parkway and Washington Street.



10. **1990** – In the July 1989 Draft EIR, (Approved January 1990) for Alessandro Heights – Standards for Grading and Arroyo Preservation, four bridge designs were considered for the Overlook crossing of the Alessandro Arroyo:
 - Earth fill crossing with culvert
 - Short-span bridge with central support
 - Short-span bridge with arched support
 - Multi-span bridge

Evaluation of the alternatives considered three factors:

- Cost
- Environmental impacts, particularly on the streambed, riparian vegetation and natural terrain
- The proposed trail system and the related concerns of trail design and safety.

If it could be concluded that trails can be constructed in the Alessandro Arroyo corridor, then a safe trail underpass must be provided at the Overlook Parkway crossing. The logical choice would be Bridge 2, or Bridge 3 if the costs could be reduced. Bridge 4, whilst the most preferable from the environmental and trail safety viewpoints, was in fact the most costly.

A no project (i.e., not building Overlook over the arroyo) was also considered. This project would have had no negative environmental impacts on the Alessandro Arroyo, no concerns about the underpass for trails and of course, no cost involved for the bridge construction. However, it was determined that there would be considerable impacts on the overall network of streets and traffic circulation. It was estimated that 32,000 vehicles would use Overlook Parkway when completed in the year 2010. This traffic would have to be diverted to other streets resulting in congestion.

11. **1992** – EP-026-923 – Proposed Overlook Parkway Connection – October 6, 1992 – City Council tentatively deleted the Overlook Parkway connection between Alessandro Boulevard and Washington Street from the General Plan, and requested staff to prepare an EIR for the deletion of the Overlook Parkway connection from the updated General Plan, with the EIR to also consider the deletion of Bradley Street extension to Roberts Road and other alternatives including local street crossings of the Alessandro Arroyo. This EIR was prepared by RECON. On July 12, 1994 the City Council balanced the benefits of the completion of Overlook Parkway against its unavoidable environmental impact on traffic and determined that the benefits of the completion of the road outweigh the unavoidable adverse impact. The City Council approved and adopted statement of overriding considerations for the completion of Overlook Parkway and adopted the MMRP.
12. **1994** – The new General Plan 2010 EIR (EP-026-923) was certified by the City Council on August 16, 1994. Resolutions 18572 and 18571 signed 9-13-1994.
13. **1995** – On September 26, 1995 denied case EP-012-945, referred the traffic problem issues on Hawarden Drive, Frances Street, Orozco Drive, Madison Street, Bradley Street and Washington Street from the City limits toward the freeway to City Council Transportation Committee to consider other suitable measures for the traffic problems in this area and present a report to the full City Council within six months.
14. **1996** – On December 3, 1996, the City Council approved a number of measures (TP-001-956) to “calm” traffic on Hawarden Drive and Mary Street. The measures included the installation of stop signs, speed humps and turning movement restrictions. With these changes traffic volumes on Hawarden between Overlook and Mary decreased 22% from 2700 to 2100 vehicles per day. The same volume reduction was experienced on Mary Street, north of Hawarden. The traffic volumes on other streets that might have been used as short-cuts, Francis and Orozco, were essentially unchanged. The measures that were taken have had the effect that was

anticipated. Excessive speeding was reduced and there was a modest reduction in traffic volumes. The City Council on July 8, 1997 approved further changes by: (1) authorizing the necessary environmental processing for the improvement of the Victoria Avenue and Washington Street intersection with additional channelization to provide for turning lanes and to include as an alternative in the environmental study the installation of a signal at the Washington Street and Victoria Avenue intersection and requested that the environmental review be processed as quickly as possible. Review of this traffic pattern modification case was to take place again four months after the new intersection was installed.

15. **1998** – EP-012-945 – Approved by City Council on July 28, 1998 – proposal of the Public Works Department to modify the Washington Street/Victoria Avenue intersection by widening Victoria Avenue a maximum of 7-feet from a point 220-feet westerly to a point 400-feet easterly of Washington Street, by widening Washington Street a maximum of 10-feet from Moonstone Circle to just south of Goodview Avenue with new turn lanes proposed in conjunction with this proposal.
16. **2001** – TM-29515 – City Council adopted a MND on May 22, 2001. A mitigation of this map reads as follows: *For any portion of the map relying on access to Overlook Parkway, except for those lots on Breckenridge Drive (“D” Court), the following is required: 1) the extension and connection of Overlook Parkway across the Alessandro Arroyo; or 2) the connection of Kingdom Drive (“A” Street) to Bradley Street. No connection between Green Orchard Place (“B”) and County Streets will be permitted until the Overlook Parkway extension across the Alessandro Arroyo has been completed.* In addition, a condition of this map reads as follows: *A vehicular barrier, subject to the review and approval of the Planning and Public Departments, shall be installed at the northerly end of Green Orchard Place (“L” Drive). This barrier shall not be removed until the Overlook Parkway extension across the Alessandro Arroyo has been constructed.*
17. **2001** – EP-007-967 approved by City Council on June 26, 2001 – was the project to modify Madison Street between Lincoln and Victoria Avenues and between Evans Street and Indiana Avenue from a four lane street to a three lane street (one travel lane in each direction with a continuous center turn lane) for a distance of approximately 2,400 feet. Improvements included the construction of intermittent landscaped center medians and parkway planters. Since the improvements were designed to be temporary in nature no change to the Circulation Element was required.
18. **2002** – August 27, 2002 – EP-006-023 – The City Council delayed the review of this case until a focus traffic study could be prepared. The proposal was a street improvement plan to increase the number of traffic lanes in each direction from two to three on Alessandro Boulevard between Chicago Avenue and Trautwein Road.
19. **2003** – At the June 24, 2003 workshop with the City Council and City Planning Commission on the General Plan 2025 Program the question was asked whether Overlook Parkway should once again be considered for removal from the General Plan as part of this update. The decision was to leave Overlook Parkway on the General Plan.
20. **2004** – At the April 12, 2004 Citizen Advisory Meeting for the General Plan 2025 Program a special presentation was made on Overlook Parkway. After discussing the matter a vote was

taken to recommend to City Council to leave Overlook Parkway on the General Plan 2025. However, a policy was to be added to the General Plan 2025 that Overlook Parkway remains a 110-foot roadway, but that the bridge over the arroyo should be no more than a two lane roadway.

21. **2004** – July 2004 – Boyle Engineering Corporation prepared the Overlook Parkway Alignment and Feasibility Study for the Public Works Department. The purpose of the study was to explore and analyze different alignments that will accommodate the estimated increase in traffic volume within the project area in the coming years. The city was in the process of updating the General Plan which showed Overlook Parkway as a four-lane arterial extending 2.8 miles between Washington Street and Alessandro Boulevard. The study analyzed alternate routes for Overlook Parkway, with two different scenarios, with five alternatives each: (Box 14 of the GP 2025 Administrative Record).
 - Alternate A – started at the Washington Street/Overlook Parkway intersection and joined Madison Street at Victoria Avenue. This alignment avoids impacting the residential area between Victoria Avenue and Dufferin Avenue, and was the least costly to construct, with a preliminary opinion of probable construction and right-of-way cost of \$6,950,000.
 - Alternate B – consisted of extending Overlook Parkway to Madison Street, providing access at Dufferin Avenue. The preliminary opinion of probable construction and right-of-way cost was \$7,550,000.
 - Alternate C – consisted of an underpass at Victoria Avenue, with connections to the Overlook/Washington intersection. The advantage of this alignment is that it created the least impact to Victoria Avenue. The preliminary opinion of probable construction and right-of-way cost was \$13,000,000.
 - Alternative D – was the “no build” alternative consisting of improvements to existing streets. Traffic was to be directed to Madison Street by way of Lincoln Avenue and Washington Street. The preliminary opinion of probable construction and right-of-way cost was \$10,900,000.
 - Alternative E – was also a “no build” alternative, consisting of improvements to existing streets. Widening of Washington Street would have required significant right-of-way takes. The preliminary opinion of probable construction and right-of-way cost was \$11,000,000.
22. **2005** – TM-32270 (P04-0984) on 2-1-06 the City Council, on appeal, upheld the CPC’s decision to approve this map. Lots are graded and Overlook is built leaving just two parcels left to develop and build Overlook at the fill crossing.
23. **2005** – TM-31799 (P04-1011) on 3-1-06 the City Council (Bradley/Overlook) City Council upheld the CPC’s approval and the MND.
24. **2006** – TM-29628 the City Council certified the EIR on 2-14-06 under resolution 21119. Mitigation Measure MM TR-7.1 reads as follows: *“Design the gate closure on Crystal View Terrace so that the gate can be opened under circumstances in which emergency situations result in closure of Overlook Parkway, and Crystal View Terrace is needed to provide emergency access to the subdivision.”* In addition condition #36 reads as follows: *“A barrier strip at the City*

limits along Crystal View Terrace shall be installed until Overlook Parkway is connected to the east across the Alessandro Arroyo and to Alessandro Boulevard.”

25. **2007** – General Plan 2025 Program – On November 27, 2007 the City Council certified the EIR for the Program (Resolution 21535), adopted the General Plan 2025 (Resolution 21536) and adopted the Implementation Plan (Resolution 21537). The General Plan includes the following in regard to Overlook Parkway:

Policy LU-5.3 – Encourage that any crossings of the City’s major arroyos are span bridges or soft bottom arch culverts that minimize disturbance of the ground and any wetland area. At grade crossings are strongly discouraged in major arroyos. To minimize disturbance of the arroyo the design will take into consideration aesthetics, biological, hydrological and permitting (i.e., MSHCP, ACOE, DFG, etc.) requirements to promote the free movement of water and wildlife. In addition, areas of the arroyo disturbed by construction will be restored consistent with requirements of the MSHCP, as well as the ACOE’s 404 Permit Program and DFG’s Streambed Alteration Agreement Program as applicable.

Policy LU-5.6 – The design of the crossing of the Alessandro Arroyo, for the purposes of connecting Overlook Parkway, will be considered through the Specific Plan process noted in policies CCM-4.2 and LU-13.2. The design will address those issues identified in Policy LU-5.3.

Policy LU-11.2 – Recognize Victoria Avenue, Magnolia Avenue/Market Street, University Avenue, Van Buren Boulevard, Riverwalk Parkway, La Sierra Avenue, Arlington Avenue, Canyon Crest Drive, and Overlook Parkway as the fundamental elements of the City's parkway landscape network, and components of Riverside Park.

Objective LU-13 – Protect Victoria Avenue from any development or other potential changes contrary to its status as a major historic and community asset.

Policy LU-13.1: Provide for sensitive development of private properties along Victoria Avenue through measures such as an overlay zone.

Policy LU-13.2: Intersection improvements on Victoria Avenue related to the extension of Overlook Parkway shall be determined in conjunction with a specific plan for Overlook Parkway between Alessandro Boulevard and the 91 Freeway. The specific plan shall address the crossing of the Alessandro Arroyo, traffic-calming measures necessary to protect local streets in the area and the extension of Overlook Parkway westerly of the Washington Street/Overlook Parkway intersection. Acceptable levels of service of intersection(s) on Victoria Avenue related to the extension of Overlook Parkway shall be determined as a part of the specific plan process. In any event, all improvements shall be designed to sensitively reflect Victoria Avenue’s historic character.

Policy LU-13.3: Adopt strong measures to protect Victoria Avenue’s signature landscaping.

Policy LU-13.4: Ensure that the design and development standards for Victoria Avenue encourage pedestrians, bicyclists and equestrian users in addition to automobiles.

Objective LU-17 – Identify the completed Overlook Parkway as an important parkway connection between the Arlington Heights Greenbelt and Sycamore Canyon Park.

Policy LU-17.1 – Develop appropriate streetscape, bicycle and pedestrian improvements.

Pages CCM-14 -15 – As of 2004, the circulation network set forth in the 1994 General Plan had not yet been completed. Key features of the 1994 General Plan not constructed as of 2004 include the linkage of Overlook Parkway (connecting the Alessandro Heights and Canyon Crest neighborhoods) and the addition of lanes to Alessandro Boulevard and Van Buren Boulevard. This Circulation and Community Mobility Element includes a Master Plan of Roadways with the following major features:

- ❖ Completion of the 1994 Circulation Element, with the exception of Magnolia Avenue/Market Street, which will remain on the Master Plan of Roadways as six lanes but will only be built to four lanes, except where six lanes exist (near Tyler Street). The additional right-of-way will be preserved to accommodate future transit, such as Bus Rapid Transit (BRT).
- ❖ Addition of a two-lane connector road as an extension of Overlook Parkway westerly from Washington Street, providing access to SR-91. The specific connection route will be defined and the design of the crossing of the Alessandro Arroyo will be determined by a detailed specific plan. The focus area for the connection route, at a minimum, shall include the area from Dufferin Avenue to SR-91, and from Adams Street to Mary Street (See Figure CCM-3). The study will include community involvement through community meetings, hearings and the California Environmental Quality Act (CEQA) process.
- ❖ Widening of Alessandro Boulevard and Arlington Avenue from four to six travel lanes between the I-215 and the SR-91.



**Figure CCM-3
OVERLOOK
CONNECTION STUDY
AREA**

By avoiding the creation of major new transportation corridors, these relatively modest changes to the local roadway network will reduce opportunities for urban sprawl by helping to focus future development on already existing travel corridors instead of the City's periphery. Further, these few changes are not anticipated to induce significant additional regional traffic in the City.

They are, however, critically important to serving local traffic demand. In particular, a 2004 preliminary study indicated the proposed two-lane road (120-feet of right-of-way built with only two travel lanes) that would connect the western end of Overlook Parkway to SR-91 would be primarily local serving, provided the width of any new Overlook Parkway bridge over the arroyo is limited to two travel lanes total. Notably, this Plan sets forth a policy that prohibits any such connector related to the extension of Overlook Parkway from degrading Level of Service on Victoria Avenue below LOS D.

Policy CCM-2.1 – Complete the Master Plan of Roadways shown on Figure CCM-4 (Master Plan of Roadways).

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

Policy CCM-2.14 – Ensure that intersection improvements on Victoria Avenue are limited to areas where Level of Service is below the City standard of D. Allow only the minimum necessary improvements in recognition of Victoria Avenue’s historic character.

Objective CCM-4 – Provide a connection between Washington Street and SR-91 via an extension of Overlook Parkway.

Policy CCM-4.1: Limit the Overlook Parkway completion over the arroyo to a two-lane roadway within a one-hundred-ten-foot right-of-way.

Policy CCM-4.2: The connection of Overlook Parkway across the Alessandro Arroyo shall not be completed until a detailed specific plan analyzing potential connection routes between Washington Street and the SR-91 has been adopted. Analysis of the fore mentioned connection route should, at a minimum include the area bounded by Mary Street, Adams Street, Dufferin Street, and SR-91. See Figure CCM-3 for a map of the study area.

Policy CCM-4.3: Ensure that LOS D or better is maintained along Victoria Avenue for intersections related to the Overlook Parkway extension. For more information on Victoria Avenue see LU-13 and CCM-2.14.

Policy CCM-4.4: Prohibit the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo.

Objective CCM-7: Minimize or eliminate cut-through traffic within Riverside’s residential neighborhoods.

Policy CCM-7.1: Discourage and/or prevent regional cut-through traffic in residential neighborhoods through the employment of traffic-calming measures within Riverside.

Policy CCM-7.2: Work with adjacent jurisdictions, the County and regional agencies to address the impacts of regional development patterns on the local circulation system.

Policy CCM-7.3: Discourage freeway access improvements that could facilitate further non-local traffic intrusion into community neighborhoods.

Policy CCM-7.4: Limit local roadway improvements to those that are necessary to support proposed General Plan land uses.

Policy CCM-7.5: Discourage improvements beyond those contained in the Circulation and Community Mobility Element to accommodate additional regional traffic.

Implementation Tool 14: -- Prepare a specific plan type study for the connection of Overlook Parkway from Alessandro Boulevard on the east to the 91 Freeway, on the west. The study will address crossing of the Alessandro Arroyo, possible traffic calming measures to protect adjoining local streets, protection of Victoria Avenue and the specific connection route to the 91 freeway westerly of Washington Street.

Figure CCM-4 – Master Plan of Roadways (Exhibit 11 – of the Staff Report)

26. **2010** – On November 15, 2010 the Transportation Committee approved: 1) keeping the gates at Crystal View Terrace and Green Orchard Place open until the consultant reports back and the matter goes to the City Council on December 14, 2010; directed staff to implement traffic safety measures; and 3) recommended that the City Council (a) initiate the appropriate environmental reviews to consider opening the gates and (b) authorize a supplemental appropriation to complete the EIR from the Overlook Parkway Crossing Impact Fee account.
27. **2010** – On December 14, 2010 the City Council: 1) initiated the appropriate environmental reviews to consider permanently opening the gates at Crystal View Terrace and Green Orchard Place in relationship to the Overlook Parkway Crossing; 2) directed that the gates remain open during the study period in order to provide additional traffic counts and empirical documentation to assist in the preparation of the environmental documents; 3) authorized installation of the Phase 1 traffic safety measures including a combination of traffic stops and speed humps; and 4) authorized a supplemental appropriation in the amount of \$447,912.22 from the Overlook Parkway Crossing/Alessandro Arroyo Bridge Impact Fee accounts.

Phase I

Stop Signs at:

- Crystal View Terrace/Overlook Parkway
- Kingdom Drive/Green Orchard Place
- Lone Peak Court/Green Orchard Place
- Green Orchard Place/Crystal View Terrace
- Crystal View Terrace/Cactus Avenue
- Gwynn Court/Crystal View Terrace
- Berry Road/Via Vista Drive

Speed Humps at:

- 3 on Crystal View Terrace between Overlook parkway and Berry Road
- 1 on Crystal View Terrace between Gwynn Court and intersection of Crystal View Terrace and Green Orchard Place

Travel Lane Narrowing by installation of center lane and bike lanes

- On Green Orchard Place between Lone Peak Court and the intersection of Crystal View Terrace and Green Orchard Place
- Between the intersection of Crystal View Terrace and Green Orchard Place and Gwynn Court

Phase IA

- 1 on Green Orchard Place at the location of the gate

Phase II

Stop Signs at:

- Privada Lane and Dauchy Avenue

Travel Lane Narrowing by installation of center lane and bike lanes

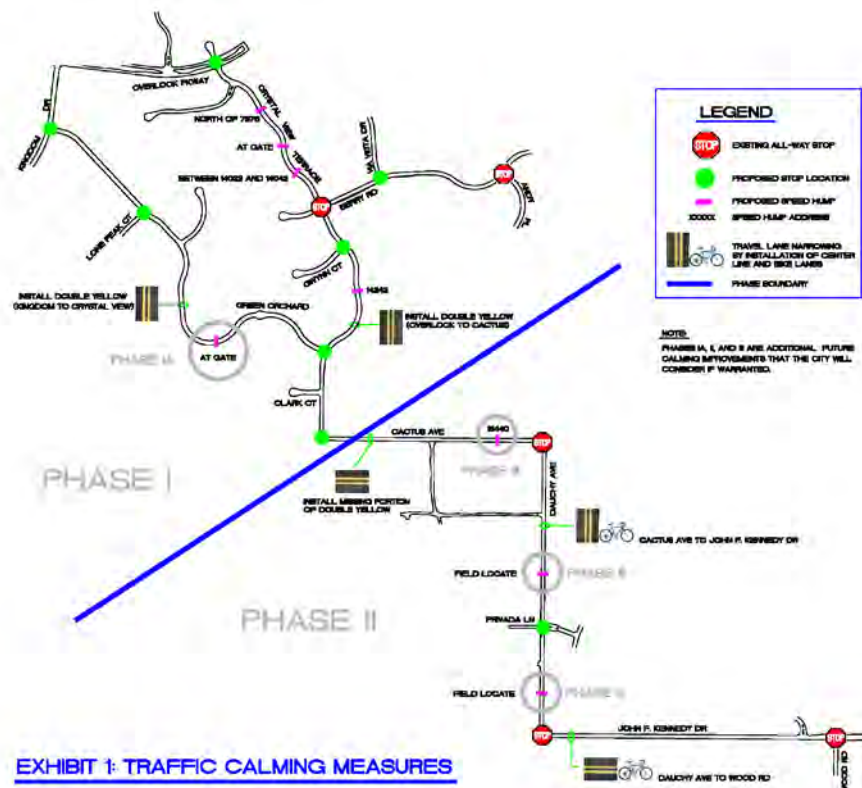
- On Cactus Avenue between Crystal View Terrace and Dauchy Avenue
- On Dauchy Avenue between Cactus Avenue and John F. Kennedy Drive
- On John F. Kennedy Drive between Dauchy Avenue and Wood Road

Phase III

Speed Humps at:

- 2 On Dauchy Avenue between Cactus Avenue and John F. Kennedy Drive

Phase IA, II and III are future calming improvements the City will consider if warranted.





P11-0050/P12-0220, Exhibit 5 - Location of Gates



Transportation Committee Memorandum

TO: TRANSPORTATION COMMITTEE MEMBERS **DATE:** Dec. 10, 2009

FROM: COUNCILMEMBER PAUL DAVIS **ITEM NO:** 1
WARD 4 **WARD:** 4

SUBJECT: AMENDMENT OF SECTION 16.048.010 OF THE RIVERSIDE
MUNICIPAL CODE TO CLARIFY THE USE OF THE OVERLOOK
PARKWAY DEVELOPMENT FEES

ISSUE:

Whether to amend Section 16.048.010 of the Riverside Municipal Code to provide additional clarification on the use of the Overlook Parkway Development Fees.

RECOMMENDATION:

That the Transportation Committee recommends that the City Council introduce and subsequently adopt the attached Ordinance amending Section 16.048.010 of the Riverside Municipal Code.

BACKGROUND:


On March 12, 1991, the City Council adopted Ordinance No. 5903 adding Chapter 16.48 to the Riverside Municipal Code. The purpose of Chapter 16.48 was to allow for the collection of development fees for the development and construction of a bridge crossing the Alessandro Arroyo at Overlook Parkway.

The purpose of this amendment is to clarify the use of the fees collected. Prior to embarking on any project, it will be critical for the City to conduct a thorough and comprehensive environmental study on the impacts of the bridge crossing and potential alternatives to a crossing. This amendment will specifically allow for the fees collected to also be used for any necessary environmental studies, reports and analysis.

FISCAL IMPACT:

There is no impact caused by this amendment.

Prepared by:



Paul Davis
Councilmember Ward 4

Approved as to form:

Gregory P. Priamos, City Attorney

Attachment: Ordinance

ORDINANCE NO.

AN ORDINANCE OF THE CITY OF RIVERSIDE, CALIFORNIA,
AMENDING SECTION 16.48.010 OF THE RIVERSIDE MUNICIPAL
CODE.

The City Council of the City of Riverside does ordain as follows:

Section 1: Section 16.48.010 - Purpose, of the Riverside Municipal Code is amended in
its entirety as follows.

“16.048.010 Purpose.

The purpose of this chapter is to provide for the payment of a development fee to be
utilized for the development, **which includes but is not limited to any and all
environmental studies, analysis, reports and documents**, and construction of a bridge
crossing the Alessandro Arroyo at Overlook Parkway.”

Section 2: The City Clerk shall certify to the adoption of this ordinance and cause
publication once in a newspaper of general circulation in accordance with Section 414 of the
Charter of the City of Riverside. This ordinance shall become effective on the 30th day after the
date of its adoption.

ADOPTED by the City Council this day of

ATTEST

RONALD O. LOVERIDGE
Mayor of the City of Riverside

COLLEEN J. NICOL
City Clerk of the City of Riverside

1 I, Colleen J. Nicol, City Clerk of the City of Riverside, California, hereby certify that the
2 foregoing ordinance was duly and regularly introduced at a meeting of the City Council on the
3 _____ day of _____, and that hereafter the said ordinance was duly
4 and regularly adopted at a meeting of the City Council on the _____ day of
5 _____, by the following vote, to wit:

6 Ayes:

7 Noes:

8 Abstain:

9 Absent:

10
11 IN WITNESS WHEREOF I have hereunto set my hand and affixed the official seal of
12 the City of Riverside, California, this _____ day of _____

13
14 _____
15 COLLEEN J. NICOL
16 City Clerk of the City of Riverside
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P11-0050/P12-0220, Exhibit 6
Transportation Committee Report (12/10/09)



Transportation Committee

TO: TRANSPORTATION COMMITTEE **DATE: November 15, 2010**

FROM: COMMUNITY DEVELOPMENT DEPARTMENT **ITEM NO: 1**
PLANNING DIVISION

WARDS: ALL

**SUBJECT: CRYSTAL VIEW TERRACE AND GREEN ORCHARD PLACE GATES –
SUPPLEMENTAL APPROPRIATION**

ISSUE:

The issue for Transportation Committee consideration is whether to proceed with the environmental review needed to consider permanently opening the gates on Crystal View Terrace and Green Orchard Place.

RECOMMENDATIONS:

That the Transportation Committee recommend that the City Council:

1. Initiate the appropriate environmental reviews to consider opening the gates at Crystal View Terrace and Green Orchard Place; and
2. Authorize a supplemental appropriation to complete the EIR from the Overlook Parkway Crossing Impact Fee account.

BACKGROUND:

In May 2001, the City Council approved a subdivision (TM-29515) that proposed extending a road (Green Orchard Place) to ultimately connect with an existing segment of Green Orchard Place built on what was then unincorporated County land. To avoid having significant volumes of cut-through traffic using this local residential street, the City Council approved a condition of the map and a Mitigation Measure of the related Mitigated Negative Declaration (MND) prohibiting any connection between the two street segments “until the Overlook Parkway extension across the Alessandro Arroyo has been completed”.

In February 2006, the City Council approved another subdivision map (TM-29628) that similarly proposed extending Crystal View Terrace from Overlook Parkway to ultimately connect with an existing stretch of Crystal View Terrace that extended from Berry Road on what was then unincorporated County land. The City Council also approved a condition of approval and a Mitigation Measure of the accompanying Environmental Impact Report (EIR) requiring “a barrier strip at the [then] City limits along Crystal View Terrace be installed until Overlook Parkway is connected to the east across the Alessandro Arroyo and to Alessandro Boulevard”. This condition was expanded by a Mitigation Measure of the EIR to require that a gate be installed to allow for emergency vehicle access, but otherwise prohibit through traffic. The attached exhibit illustrates the locations of the required gates (Exhibit 1).

Along the same vein, the General Plan 2025 includes a policy to “Prohibit the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo”. General Objective CCM-4 and the four related policies as follows:

- Objective CCM-4: Provide a connection between Washington Street and SR-91 via an extension of Overlook Parkway.
- Policy CCM-4.1: Limit the Overlook Parkway completion over the arroyo to a two-lane roadway within a one-hundred-ten-foot right-of-way.
- Policy CCM-4.2: The connection of Overlook Parkway across the Alessandro Arroyo shall not be completed until a detailed specific plan analyzing potential connection routes between Washington Street and the SR-91 has been adopted. Analysis of the fore mentioned connection route should, at a minimum include the area bounded by Mary Street, Adams Street, Dufferin Street, and SR-91.
- Policy CCM-4.3: Ensure that LOS D or better is maintained along Victoria Avenue for intersections related to the Overlook Parkway extension.
- Policy CCM-4.4: Prohibit the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo.

Both subdivisions have recorded and the gates have been installed.

On December 10, 2009, the Transportation Committee considered a proposal by Councilmember Davis to revise Section 16.048.010 of the Riverside Municipal Code (RMC) as it relates to the Overlook Parkway Development Impact fee. The proposed revisions would widen the permitted use of the fee to include all reports, analysis and environmental studies related to construction of a bridge over the Alessandro Arroyo.

Following discussion, the Committee determined that an advisory citizen survey may be helpful in evaluating if development and construction of a bridge crossing the Alessandro Arroyo at Overlook Parkway, for which development fees continue to be collected, should be pursued. The Committee also directed staff to return to the Committee with information on the Crystal View Terrace traffic study results, mapping, costs and options for a citizen survey or advisory election, and permitted uses for expenditure of the Overlook Development fees. The Committee took no action on the proposed revisions to the RMC.

On February 18, 2010, the Committee received a report on the Crystal View Terrace traffic study results, costs and options for a citizen survey regarding the construction of a bridge crossing the Alessandro Arroyo at Overlook Parkway, and discussed the possible use of Overlook Parkway Development fee for public input. Following discussion, the Committee unanimously voted to forward to the City Council an ordinance to allow the use of Overlook Parkway Development fees for environmental analysis and studies. The Committee also unanimously directed the Public Works Department to complete additional traffic studies and report back to the Committee for further direction on environmental work for a bridge crossing the Alessandro Arroyo at Overlook Parkway.

On March 9, 2010, the City Council introduced and subsequently adopted an ordinance amending Section 16.048.010 of the RMC to allow the development fees collected for the development and construction of a bridge crossing the Alessandro Arroyo at Overlook Parkway to be used for any necessary environmental studies, reports and analysis. The City Council also authorized the Public Works Department to conduct all necessary traffic studies and associated actions related to Crystal View Terrace and Overlook Parkway.

On October 14, 2010, the Public Works Department presented the following traffic study data during the Ward 4 community meeting held at Orange Terrace Community Park. Table 1 contains daily traffic counts on Crystal View Terrace in the vicinity of Overlook Parkway. The data indicates daily trips have stabilized at approximately 1,730 vehicles per day.

Table 1—Crystal View Terrace Traffic Counts

Study Date	Volume (vehicles/day)
January 2009	668
February 2009	670
October 2009	1,296
December 2009	1,431
January 2010	1,442
April 2010	1,729
August 2010	1,730

Table 2 contains speed study data for the area and reflects the 85% speeds on Crystal View Terrace and Overlook Parkway is higher than would be expected for these types of streets.

Table 2—Traffic Speed Study Data

Location	Speed (85 th %)	
	April 29, 2010	August 26, 2010
Crystal View Terrace north of Berry Road	39 MPH	37 MPH
Overlook Parkway west of Via Montecito	51 MPH	52 MPH
Hawarden Drive north of Skye Drive	29 MPH	25 MPH
Gainsborough Drive west of Westminster Drive	33 MPH	33 MPH

Table 3 contains the results of studies regarding cut-through traffic between Washington Street and Alessandro Boulevard conducted on October 29, 2009, April 29, 2010, and August 26, 2010 between the hours of 6:30 a.m. and 9:30 a.m. The analysis shows an overall reduction in cut-through traffic between April and August 2010. Specifically in August 2010, 9% (14 vehicles) of eastbound and 29% of the westbound traffic passing through the Overlook Parkway/Crystal View Terrace intersection had an origin and destination outside the area bounded by Washington Street and Alessandro Boulevard.

Table 3—Cut-through Traffic Study Data Re: Crystal View Terrace/Washington Street

Study Date	Eastbound Cut-Through		Westbound Cut-Through		Total Cut-Through	
	# Vehicles	% Vehicles	# Vehicles	% Vehicles	# Vehicles	% Vehicles
October 2009	9/117	8%	10/95	11%	19/212	9%
April 2010	34/178	19%	47/149	32%	81/327	25%
August 2010	14/159	9%	45/158	29%	59/317	19%

Table 4 contains the results of a travel time study conducted on April 27, 2010 to determine if motorists would save time by cutting-through local and collector streets (John F. Kennedy Drive, Crystal View Terrace, etc.) as opposed to using major arterials and freeways such as Trautwein Road, Alessandro Boulevard, and SR-91. The study shows average commute time on the route using local and collector streets is 2 to 3 minutes longer than the route using arterials and freeways even though the route using local and collector streets is 0.6 miles shorter.

Table 4—Travel Time Study Data for April 27, 2010

Routes	7:00 – 7:30 AM	7:45 – 8:15 AM	8:30 – 9:00 AM
#1 - Major Arterials (Trautwein, Alessandro, Central & SR-91) Length: 7.3 miles Speeds: 45-65 MPH	11 min: 49 sec	16 min : 21 sec	13 min : 6 sec
#2 – Local/Collector Streets (JFK, Crystal View, Overlook, Hawarden, Mary, Indiana) Length: 6.7 miles Speeds: 25-40 MPH	15 min: 10 sec	19 min: 10 sec	15 min: 12 sec

To facilitate the traffic studies outlined above, the Crystal View Terrace and Green Orchard Place gates were temporarily opened. During this time, the City has received numerous requests both to keep the gates open and to close the gates. In late October 2010, a petition with more than 600 signatures to keep the gates open was received. The petition only contained nine (9) signatures to close the gates. However, in accordance with the Mitigation Measures and Conditions of Approval of the related maps, the gates must be closed but with provisions to allow for emergency access.

To evaluate whether Crystal View Terrace and/or Green Orchard Place should be open, environmental studies are necessary. This will require an EIR for a General Plan Amendment, as well as for the EIR for TM-29628 and the MND for TM-29515. The EIR would need to consider circulation in the immediate vicinity, including a review of the Overlook Parkway connection, as well as model traffic patterns with a much broader area. It would also need to consider the traffic volumes on Washington Street, and nearby intersections. Of particular concern would be the impact on Victoria Avenue, a designated landmark. The EIR would also need to evaluate any traffic that might cut-through the Greenbelt and the impact on Proposition R and Measure C. Other related impacts would also need to be studied, including Air Quality, Greenhouse Gasses, Land Use and Biological Resources.

The Planning Division has prepared a scope of work to distribute to two consultants on a pre-approved consultant panel. The two consultants have been asked to prepare a work plan, a time frame and a cost to perform this work.

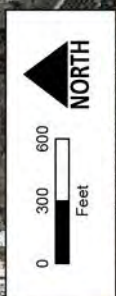
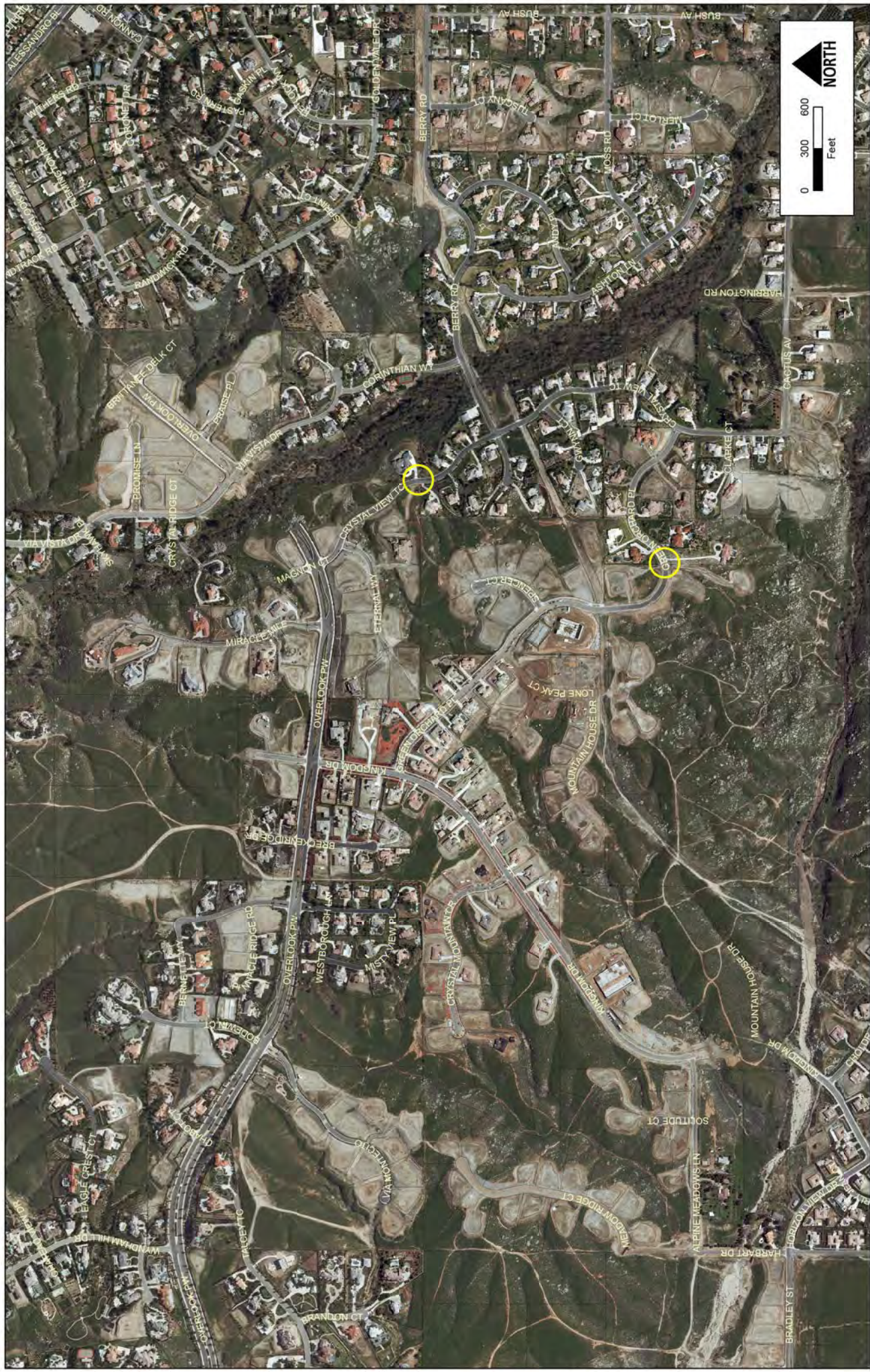
FISCAL IMPACT:

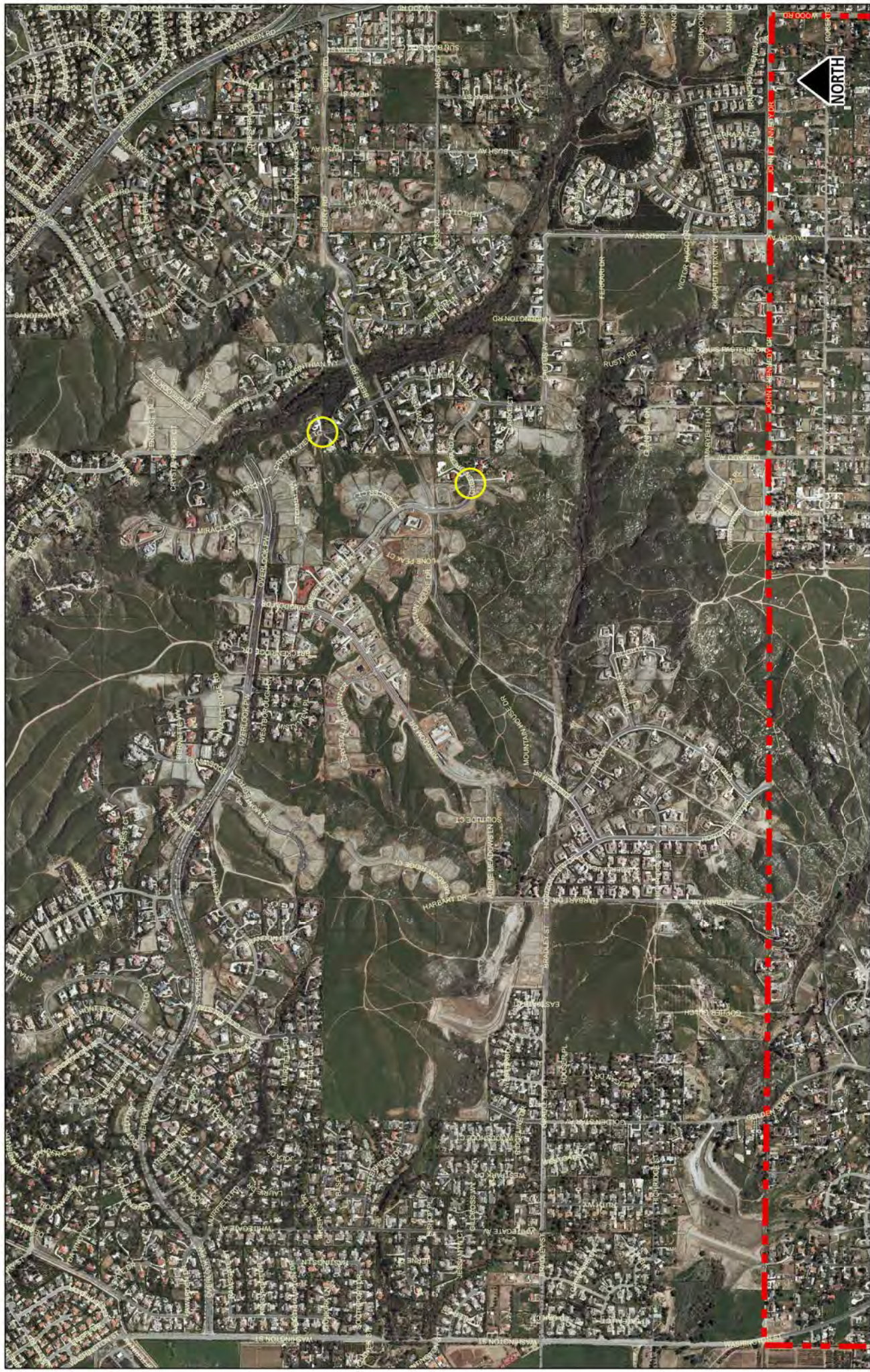
The cost to prepare the EIR is unknown at this time, although it is expected to be over \$300,000 and take approximately 9-12 months to release the draft for public review. Approximately \$450,000 is available in the Overlook Crossing/Alessandro Arroyo Bridge accounts. These funds were collected on the construction of new homes in the vicinity of the arroyo crossing to fund any necessary environmental studies, as well as its planning, design and construction. Until proposals for the EIR are received, it is unknown if the available balance is sufficient to fund preparation of the EIR.

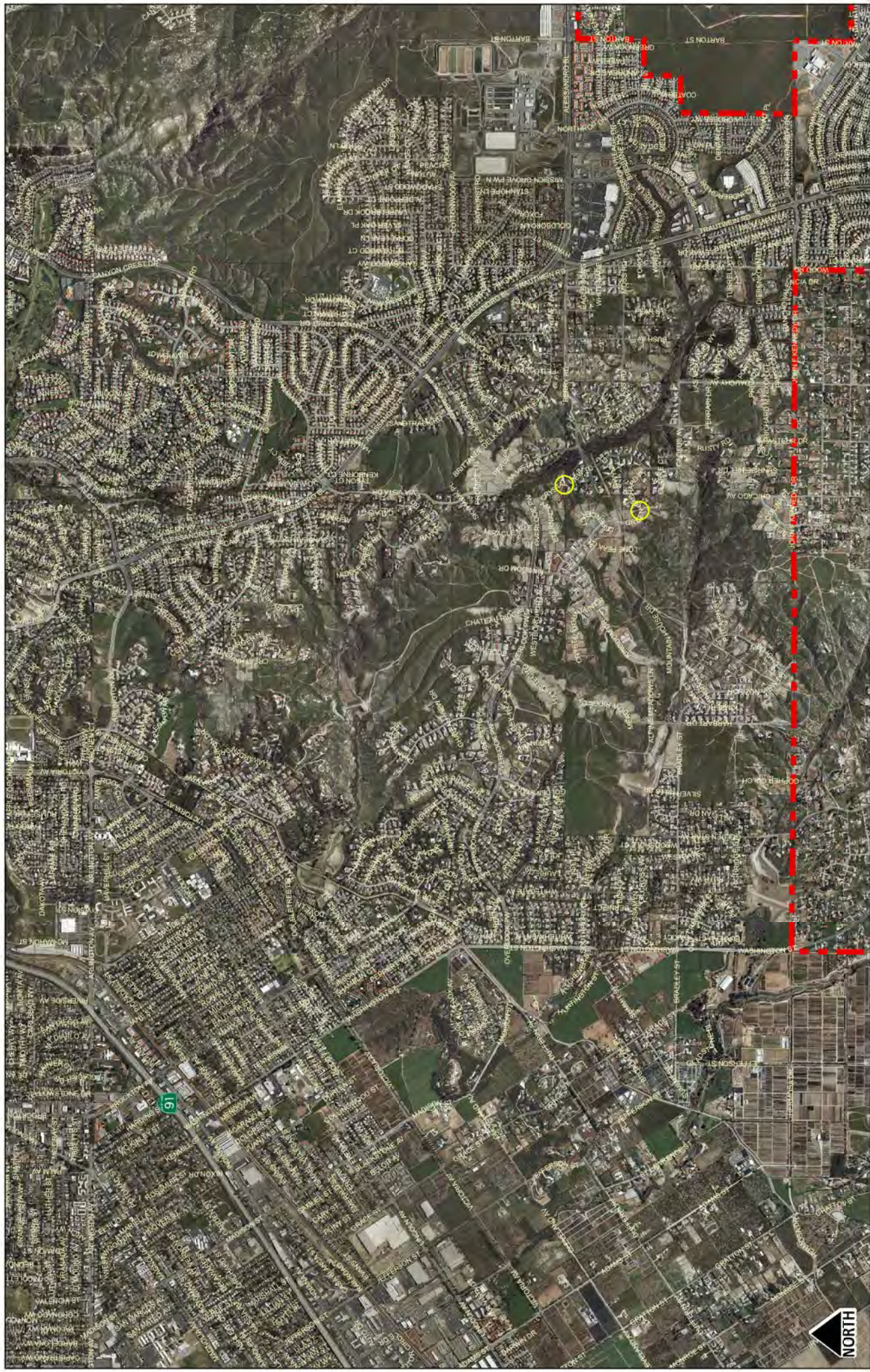
Prepared by: Ken Gutierrez, Planning Director
Certified as to availability
of funds: Paul C. Sundeen, Assistant City Manager/CFO/Treasurer
Approved by: Belinda J. Graham, Assistant City Manager
for Bradley J. Hudson, City Manager
Approved as to form: Gregory P. Priamos, City Attorney

Attachment:

1. Area maps







-----Original Message-----

From: Melissa Ciacchella [mailto:twicethemom@prodigy.net]
Sent: Sunday, November 14, 2010 11:23 PM
To: Davis, Paul; Gutierrez, Ken; Melendrez, Andy; Adams, Steve
Subject: Crystal View Terrace Gate

RECEIVED

NOV 15 2010

**City of Riverside
City Clerk's Office**

Gentlemen,

I will be attending the Special Transportation Committee Meeting in the morning (November 15, 2010). I have spoken with several of my neighbors here on Crystal View Terrace and hope to see many of their faces tomorrow. I understand that this situation is not an easy one, but I hope that you consider the situation that we are faced with daily. We are asking you to do the right thing in this matter and keep the gate closed. Below are my summarized concerns that are shared with several of my neighbors.

The gate should remain closed until the requirements under the General Plan, the protections from CEQA, and other state regulations are met. There are numerous reasons why these measures were put in place and the gate has a reason for its placement. We purchased our home in this area because of the environment that it provided us. We have lived in our home for more than seven years and watched the changes that have taken place in that short time. We were located in the County of Riverside and the gate was the boundary line between the County and the City. During our time with the County there was not an issue with the gate and when the section of Crystal View Terrace from Overlook was paved up to the gate, the gate closure was maintained. Since our annexation to the City there has been an issue of keeping the gate closed. More and more people are becoming aware of this option of Crystal View Terrace and the traffic levels, pollution, noise, speeds, and crime levels have all increased. They will continue to increase over time as more people become aware of this street and as more homes are built on the top section of Overlook Parkway near Crystal View Terrace. The resident's way of living in our area has changed greatly. We can no longer go for walks or ride bikes with our kids for fear of safety on Crystal View Terrace. I have been almost hit head-on at least twice by speeding cars coming into the oncoming lanes on my own street while returning home from school with my children. When I ask my kids if they have their seat belts on before I pull out of my drive-way, my first concern is no longer because I am concerned about the law and keeping them safe on other roads, but my first thought is about making it out of our driveway onto our own road safely that I worry about. We have thousands of cars that speed past our house on a daily basis now. No longer do we live in a nice quiet neighborhood. The constant sound of tires as more and more cars drive in front of our house has made it no longer enjoyable to open the windows. The frustration of trying to get out of my driveway and the not feeling safe driving my own street are a daily stress. The arguments that I have been hearing from the residents that want the gate open have no validity to this situation. Convenience over safety to the residents on Crystal View Terrace is not a reason to open the gate. The gate was placed there in lieu of the original concrete barrier to address the safety issue of access to emergency vehicles. Since the gate was opened Crystal View Terrace has now become a main thoroughfare connecting Van Buren to Overlook. Crystal View Terrace is a residential street and should not become an option of choice over using Van Buren or Alessandro. We are not a four lane highway to connect one area to another. If that was the intent for Crystal View Terrace we would have never supported the annexation to the City. This was never disclosed to us prior to the annexation. I understand that there are thousands of cars that pass our home now that go through the gate and wish to keep it open, but the real issue is how this change has and will continue to grow and affect the people that live on Crystal View Terrace that did not expect this type of living environment when they purchased their homes. I am expecting the City to do the right thing and protect the residents of Crystal View Terrace.

Sincerely,
Melissa Ciacchella
14242 Crystal View Terrace
951-776-4232

cc: Mayor ✓
City Council ✓
City Manager ✓
City Attorney ✓

From: Eugene Figueros [mailto:eugene@socalpipe.com]
Sent: Monday, November 15, 2010 10:41 AM
To: Nicol, Colleen
Cc: marietafigueros@yahoo.com; Davis, Paul
Subject: Crystal View Terrace street closing

Dear City Clerk,

Please convey my position to the Transportation Committee that will be hearing the issue of the permanent closing of Crystal View Terrace Street near Berry at 11:00 a.m. today, Nov. 15, 2010.

My name is Eugenio Q. Figueros, a residing at 669 Crystal Mountain Circle, Riverside, Ca 92506 and a registered voter. My e mail address is marietafigueros@yahoo.com. I am representing 3 other adults that live in the same address and all registered voters as well. We are all at work today, so we can not attend and personally express our position to this matter.

We **OPPOSE** the planned closing of this street from and to Overlook Parkway for the following reasons:

1. Safety concerns-Overlook Parkway on the east dead ends at Crystal View. The residents along Overlook and secondary streets as well as safety and paramedic personnel need a secondary egress and ingress other than Washington. Months after we moved to Crystal Mountain, our household had a medical emergency. At that time Crystal View was still closed to through traffic. Since the paramedic and ambulance came from the northern end of Van Buren, instead of going through Trutwein then to Berry, they have to go around to Washington, then to Overlook to reach my house. It took them and additional 10 minutes to get here. Thankfully, the emergency wasn't life threatening as we initially thought, otherwise it would have meant life or death.
2. Environmental impact- I regularly use the facility of LA Fitness at Mission Grove. Using Berry, it only takes me 8 minutes or 3.42 miles to get there from home. But using Washington, to Van Buren, then to Trutwein to get to this business, it will take me 16 minutes, or 8.89 miles. By closing Crystal View, it will take twice the time to get to the business that i want to patronize and travel twice the distance. This means that i will burn more fuel, emitting more CO₂, CO and other hazardous substances to the atmosphere, increase wear and tear to my vehicle, and tire for no valid reason.
3. Economics- most people along Overlook patronize the business along Mission Grove and Trutwein. By you closing Crystal View, there are no more incentive for these residents to do business with these businesses because of the additional distance it takes to get to them. That means loss revenue for the businesses, and less taxes for the City.
4. Lastly, portion of the taxes that the residents of Overlook and the surrounding areas, which includes us, were used to pay for the construction and maintenance of this street. So it just make sense that we should be able to use this street as well.

We urge and pray that the transportation committee will side in keeping this street **OPEN** to the residents of Overlook Parkway and adjacent areas.

Very Truly Yours,

Eugenio Figueros

A SUMMARY OF TRAFFIC ISSUES AND CONCERNS Mary/Hawarden Property Owners Group

EARLY TRAFFIC PLANNING

In the original traffic planning for this area, three boulevards were planned to handle all area through traffic needs. Overlook Parkway was planned to handle traffic flows east and west, Washington Street was planned to handle traffic flows south into the County, and Mary Street was planned to handle traffic flows north into town.

Mary Street was chosen over Washington Street for northerly travel because it extends conveniently into Magnolia Center and Downtown via Brockton Avenue. It was and is the preferred travel route, because it offers more travel options. To allow Mary Street to function in this way, a linkage was planned between the intersection of Overlook Parkway and Washington Street to connect with Mary Street at the Gage Canal. The Mary Street extension was shown on the first City General Plan, adopted in 1928!

Overlook Parkway was planned to extend west past Washington Street to provide an arterial linkage to the Riverside Freeway at Madison Street.



THE DELETION OF MARY STREET AND THE OVERLOOK EXTENSIONS

In 1976, under pressure from property owners to keep traffic out of their neighborhoods, both the Overlook Parkway and Mary Street extensions were removed from the General Plan. The City Council did this, despite the staff's study showing the need for these arterial extensions to accommodate future traffic. The Council directed the staff to study other means for handling future traffic, but no study was ever done.

Because most of the area consisted of undeveloped land, no consequences from these Council decisions were felt for many years.



THE EXTENSION OF OROZCO DRIVE

It was with the building boom of the 1980's, that the consequences of deleting the Mary Street extension were first felt. New homes were built south of Overlook Parkway and a new subdivision north of Overlook Parkway proposed to extend Gainsborough Drive to Overlook via a new street called Orozco Drive. Those of us living in the Hawarden/Gainsborough area saw the potential for shortcut traffic problems and we urged the City not to make this connection. But the City made the connection anyway. In doing this, however, the Council did acknowledge the possibility of future traffic problems and, accordingly, *the City Council promised that if shortcut traffic ever became a problem, the City would close Orozco at Overlook. To permit this, the Council promised to leave enough right-of-way at the intersection to allow the closure.* (See attached)

Once the Orozco connection to Overlook Parkway was complete, the traffic problems we predicted began to happen as residents south of Overlook seized the opportunity to use Orozco as a shortcut to Mary Street. Consequently, in 1989, the residents of this area filed a street vacation case to close Orozco at Overlook. Unfortunately, the staff did not feel the traffic flows at that time were sufficient to warrant a closure. More importantly, however, the legal process for street closures was not as clear as it is today, and the requested closure was not granted.



THE EXTENSION OF WEST HAWARDEN DRIVE

The next connection of Mary Street to Overlook Parkway occurred via Hawarden Drive west of Mary Street. A tract map, approved in 1990, extended Hawarden Drive south to intersect with Overlook Parkway in alignment with Muirfield Road. This local street, *which follows, very closely, what would have been the route taken by the Mary Street arterial extension*, has become the most convenient shortcut for most of the residences south of Overlook Parkway and many drivers have switched from the Orozco route to this west Hawarden route. Faced with thousands of shortcut drivers every day, the residents of this small neighborhood protested to the City in 1993. The City responded by authorizing signs prohibiting through traffic. The intent was to divert this shortcut traffic over to Washington Street, the official north/south traffic arterial for the area. What happened instead was *the traffic moved over to the Orozco Gainsborough route*, resulting in a protest from the residents of that area. As a consequence, the City ordered the immediate removal of the signs and directed the Public Works Department to study traffic flows in the area and report back to the City Council. The resulting traffic study found that *90% of the traffic using Orozco, Gainsborough, Hawarden and Mary is shortcut traffic*. In other words, it is traffic originating out side of our neighborhood that is using our local streets merely as a convenient way to avoid Washington Street. Flows on west Hawarden were found to be particularly excessive at over 2500 vehicles per day.

One lesson that is clear from all this is that *the west Hawarden link and the east Hawarden Gainsborough Orozco link are interrelated. Traffic cannot be taken off of one with diverting it to the other.*



FUTURE TRAFFIC FLOWS

If Overlook Parkway is extended across the Alessandro Arroyo with no alterations to the street system west of the arroyo, serious traffic consequences will occur. Lacking any arterial alternative to the Mary Street corridor, traffic on the east Hawarden link to Mary Street will increase dramatically. Today, cut-through traffic using this corridor is traveling to and from homes to the south of the corridor. Bridging the arroyo will greatly increase the potential amount of traffic from the south. But, this will not be the only source of new traffic on these local streets. With the arroyo bridged, people living north of the corridor will also be attracted to the much shorter path it will offer to the UCR, Canyon Crest, and Moreno Valley areas. And, thus this local street system will be impacted by traffic from two different areas.

Clearly, if nothing is done to handle traffic via an arterial system, Hawarden Drive will become a “de facto” arterial system. And these streets are not designed for significant traffic flows. They include stretches that are narrow, steep, and lacking in sidewalks. Many curves create blind corners that make backing out of driveways dangerous.

The arterial system needs to be carefully studied to determine ways to keep cut through traffic off of the local streets. If this does not occur, the City will have another problem to deal with after the fact.



WHY OUR STREETS ARE NOT SUITED TO THROUGH TRAFFIC

There are many reasons why our neighborhood streets are not suited to through traffic. In these pages we have assembled, street section by street section, a summary of the reasons, along with an explanation of our concerns and our requests to the City.

MARY STREET

Mary Street is supposed to be a local neighborhood street. That's what the City said when it downgraded it from a planned four lane boulevard to a two lane local street in 1976. Yet, on an average day, over 3800 cars a day travel to Mary Street street above the Gage Canal. Why does this street receive this amount of traffic? Because it's the most convenient shortcut toward schools, shopping, jobs and freeways, for an increasing volume of houses south of the Gage Canal. In 1976, those of us who lived on Mary Street were promised our street would be preserved as a local traffic carrier. But, when the City later connected Mary Street to Overlook Parkway via Hawarden Drive, it, inadvertently created a "de facto" Mary Street extension. The Hawarden/ Mary connection is an irresistible shortcut. But, Mary Street is not an boulevard, and it is not appropriate to ask the residents of Mary Street to bear the brunt of traffic resulting from the errors of the past. The residents of Mary Street are not asking for any special favors. We are simply asking that the City follow through on its promise to make Washington Street the north-south traffic carrier for this area, and preserve Mary Street as a local neighborhood street.



Afternoon commuter traffic on Mary Street

HAWARDEN WEST OF MARY

Over 2500 cars a day have been counted traveling through this neighborhood. Quite a traffic volume for a short section of street serving less than 40 houses! Drivers from other nearby neighborhoods use this street because it follows nearly the same alignment the Mary Street arterial would have made if it had been built. Essentially, residents south of Overlook Parkway are using it as a substitute for the Mary Street arterial connection previously planned to extend through this area.

There are several reasons this street is not suited for high traffic volumes:

- It is a two lane, local street that is only designed for neighborhood traffic.
- Pedestrians have to walk in the street because there are no sidewalks.
- It is a twisty section of street with two 90-degree turns.
- Along the Gage Canal, it is narrow, lacks streetlights, and is curbed only on one side.



Cars line up at the three way stop at Mary and west Hawarden

HAWARDEN EAST OF MARY

This is a narrow, twisty section of street that spans the short distance between Mary Street and Gainsborough Drive. It is a historic roadway that the City purposefully left narrow to preserve its 100-year-old date palms and its original historic character. Traffic volumes on this section of street have grown over the years as more development has occurred along Overlook Parkway. There is a delicate balance between this east reach of Hawarden Drive and the west reach of Hawarden Drive. Any alteration to one section will divert traffic flows to the other section. The speed humps on the west Hawarden reach appear to have caused just such an increase in east Hawarden traffic flows and speeds.

Here are a number of reasons this section of Hawarden Drive is not suited to through traffic:

- Its width is only 24 feet, barely enough for two cars to pass each other.
- It has many twists and turns around which it is impossible to see oncoming traffic.
- Sight clearance from intersecting streets and driveways is very limited.



The above photo illustrates east Hawarden's narrowness and limited sight clearances.

GAINSBOROUGH and OROZCO DRIVES

Shortcut traffic using the east link to travel between Overlook Parkway and Mary Street must use Gainsborough and Orozco Drives. Gainsborough is a steep, narrow section of street with no sidewalks. Orozco Drive is wider and fully improved, but it contains a very sharp curve that can be a problem when traveled at too high a speed. Gainsborough and Orozco Drives are absolutely unsuited for any but the most limited of traffic volumes. For the same reasons as apply to east Hawarden, only the staff's recommended alternative of full closures on both streets would solve this area's traffic concerns.

Here are a number of reasons why this route is poorly suited for through traffic:

- Gainsborough meets Orozco at a sharp curve which is unsuited to high traffic volumes.
- The stop sign that was placed at Gainsborough and Westminster to slow traffic down is totally ineffectual, as it is routinely ignored by most drivers.
- Gainsborough is one of steepest streets in City. Cars have to labor to go up it and must constantly brake on the decent.
- Pedestrians must walk in the street, as Gainsborough has no sidewalks on both sides.
- Traffic turning from Gainsborough to Hawarden must make a sharp turn. Many cars ignore the stop sign at this intersection, and cars traveling too fast downhill have been known to jump the curb and collide with the palms that line Hawarden Drive.



Gainsborough is very steep and lacks sidewalks. At the bottom, is a sharp left turn.

PUBLIC SAFETY CONCERNS

Our streets are narrow, twisty, byways. They are scenic and unique, and we love them, but they are not suitable as through traffic carriers. Sections of them aren't even developed to full local street standards. Sidewalks are missing in many areas as are street lights. On streets like these, accidents are inevitable, even when the volumes are low. The room for mistakes is very limited and when mistakes are made, cars are crumpled and trees are scarred. At low traffic volumes, this is only an occasional problem and it is part of what we accept by choosing to live on these narrow, scenic byways. When traffic is allowed to increase above local flows, however, a public safety issue arises, that goes beyond the problem of an occasional errant driver. On the following pages are photographs of a few of the accidents that have occurred in the recent past. We are concerned that if traffic volumes are allowed to increase, scenes like these will become too familiar.



Evidence of where a car left the roadway the night before



Here are a couple of typical accidents. Drivers often “blow” the stop sign at Hawarden and Gainsborough. The palm trees stop some of cars; others just continue across the grass parkway. Police reports are usually not recorded for most Hawarden accidents because drivers usually flee the scene immediately after the accident.



A car clips a truck at Oleander Drive, flipping it.

CITY OF RIVERSIDE

CITY COUNCIL MEMORANDUM

HONORABLE MAYOR AND CITY COUNCIL

DATE: May 14, 1985

AGENDA ITEM: 31

SUBJECT: TRACT 9006-1 CIRCULATION

The City has received the attached petition from residents living in the Gainsborough/Westminster area addressing their concerns about possible future traffic problems in their area. As indicated in the petition, the City may have an opportunity in the future to modify this access, as a result of either a resubmittal of Tract 9006-1 or a time extension request for improvement installation on that tract.

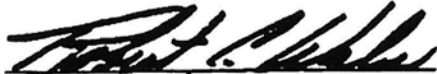
Staff has reviewed this request, and while we recognize the neighborhood's concerns, we do not believe these concerns will come to fruition. The neighborhood's concerns center around the possibility that traffic on Overlook Parkway will utilize their neighborhood as a shortcut through to Victoria Avenue. It is my opinion that no significant amount of such traffic detouring will take place, but rather, the residents in the upper reaches of the Gainsborough/Westminster area will utilize Overlook Parkway rather than using the internal rather circuitous circulation system. The relationship between this tract and the surrounding neighborhood is indicated on attached Exhibit A.

After reviewing this matter, it is staff's opinion that rather than taking some immediate steps to preclude traffic from entering the area from Overlook Parkway at this time, it would be more advantageous for all parties involved to commit to modifying this access point in the future if traffic problems come to exist. This modification could then be accomplished in such a way as to preclude thru traffic, but allow emergency access such as was done recently at Osborne and Jurupa Avenue. At such time as the City has an opportunity to modify conditions on Tract 9006-1, the City will require any additional right-of-way necessary to provide for the possible future closure of the access roadway to Overlook Parkway. In this manner, the City, as well as the residents, would keep their options open for the longest period of time to ensure that any modification undertaken adequately addressed the problem that exists at the time.

RECOMMENDATION

That the City Council indicate its intention to take steps in the future to correct any Gainsborough/Westminster circulation problems that result from the creation of an opening onto Overlook Parkway.

PREPARED BY:



Robert C. Wales
Assistant City Manager -
Development

RCW/3654M/c

cc: City Attorney
City Clerk
Planning v

Approved by,



Douglas G. Weiford
City Manager



Clinton Marr, FAIA
Architect

October 4, 2006

Councilman Dom Betro
City Council Transportation Committee
3900 Main Street
Riverside, CA 92522

6816 Hawarden Dr.
Riverside, Ca. 92506
Tel. (909) 780-4578
Fax (909) 780-4578

SUBJECT: Proposed Study of Overlook Parkway Extension

Dear Councilman Betro:

It has come to my attention that the proposed work program for the Overlook Parkway extension study does not include any provision for studying future "shortcut" traffic in the Hawarden/Orozco Drives area. I am, therefore, addressing this letter to the City Council Transportation Committee in the hope you will amend the proposed work program to address my neighborhood's needs. Since 1985, the residents of this area have repeatedly expressed concerns about traffic from Overlook Parkway. While the City has acknowledged our traffic concerns, to date, little has been done.

Presently shortcut traffic on the Hawarden/Orozco neighborhood is limited to persons traveling to and from the neighborhoods along Overlook Parkway. When Overlook Parkway is extended to Alessandro Boulevard, however, traffic will likely include drivers from a much wider area, including Canyon Crest, Mission Grove, Moreno Valley, and neighborhoods along Mary Street/Brockton Avenue. Now that the City is about to embark on a comprehensive study of the extension of Overlook Parkway, I feel it is important that the study include an analysis of future shortcut traffic in the Hawarden/Orozco area with the objective of developing ways to divert through traffic onto the boulevards designed to handle high traffic volumes.

I have lived in this area for well over 45 years and I have witnessed a number of attempts to do something about the area's traffic. To help you better understand the nature of this issue, I have prepared the following summary:

1977: Originally, City's street plans called for Mary Street to extend past the Gage Canal to create an intersection at Washington Street and Overlook Parkway. (See attached map.) As planned, Mary Street would have become the main north/south boulevard providing access between Woodcrest and central Riverside. It was a logical plan and would have amply served all of the travel needs of the neighborhoods along its path. Hoping to retain their "rural environment", Mary Street residents approached the City asking that the Mary connection be taken off the City's street plan. Contrary to its staff's recommendations the City Council removed this connection and directed the staff to do a study to create an alternative traffic route. Unfortunately, no follow-up study was done and no substitute for the Mary Street artery was ever identified.

1985: When Orozco Drive was connected with Overlook Parkway, the City, essentially, created a travel path similar to what the Mary Street extension would have accomplished, but with narrow, local streets. (See map.) As would be expected, residents to the south immediately began using this new shortcut. While the volumes were low at that time, residents of the Hawarden/Orozco area were concerned that traffic would increase as development continued and especially when Overlook Parkway was connected to Alessandro Boulevard. They asked the City to close Orozco Drive at Overlook Parkway but the City Council said it felt a closure would be premature. The Council did, however, promise to do something about traffic if it became a problem in the future.

1989: The residents of Orozco Drive again approached the City requesting the Orozco Drive be closed at Overlook Parkway, however, the City Council, again, declined to build any intersection modifications, concluding a closure was still premature.

1995-1996: When west Hawarden Drive was connected with Overlook Parkway, the bulk of the shortcut traffic shifted to this new connection (See map.) The City experimented with a temporary right-turn only barricade at Hawarden and Overlook, but this just sent the diverted traffic back to Orozco Drive. To find a solution, the City Council directed the staff to do a study to find ways to stem the growing issue of shortcut traffic. The city staff developed several alternatives, and recommended street closures at Skye/Hawarden Drive and at Westminster/Orozco Drive. Again, however, the City Council concluded that closures or diverters were premature and directed the installation of speed humps and stop signs as an interim measure.

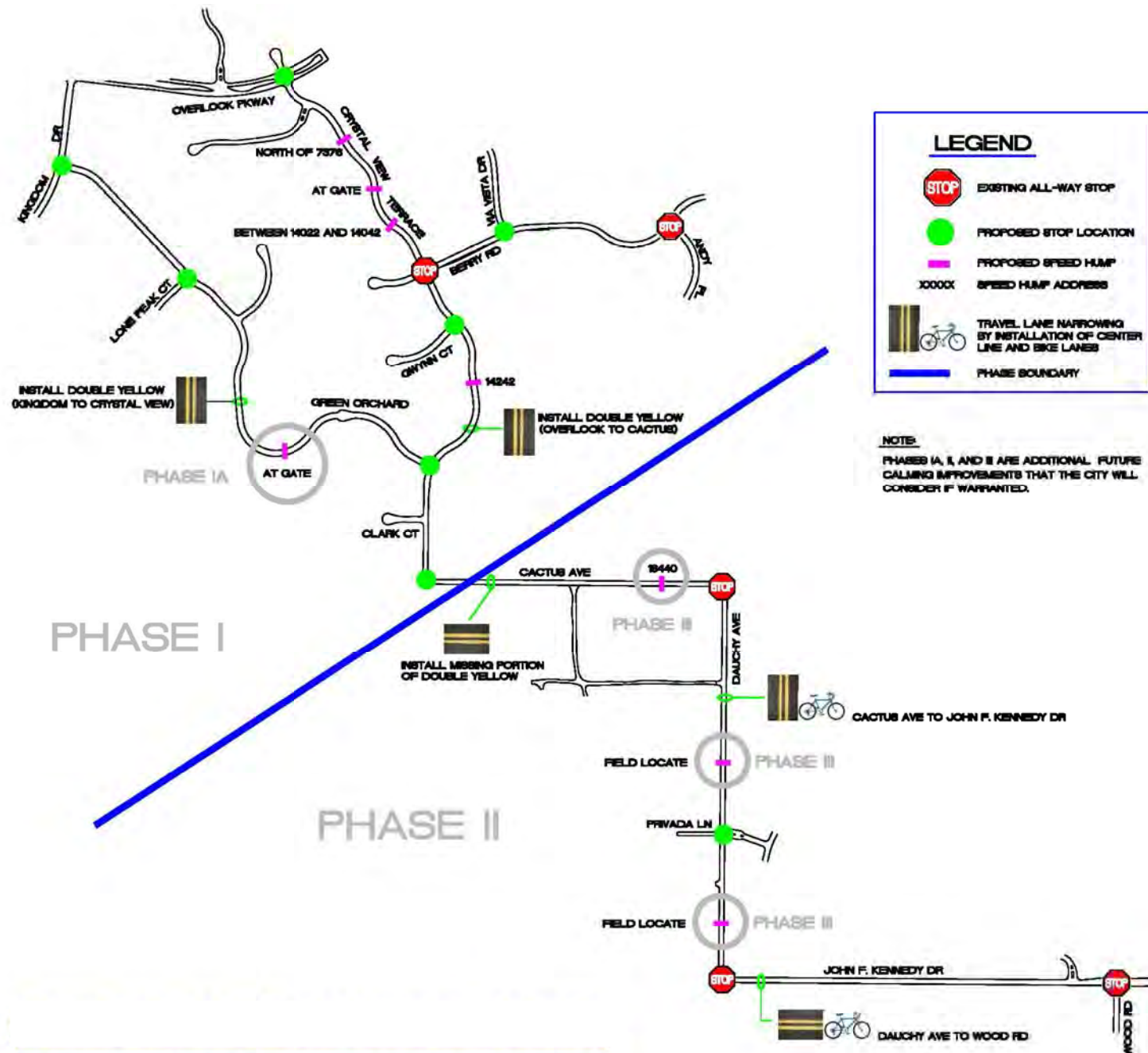
2003: Hawarden Drive resident Frank Crowder filed a street closure case with the City to address increasing traffic on west Hawarden Drive. Before Mr. Crowder's case could be formally acted upon, however, City staff convinced him to withdraw it, promising that the neighborhood's traffic concerns would be addressed in the new General Plan.

As you can see, every time the neighborhood has raised concerns about traffic, the City has deferred action. With the connection of Overlook Parkway across the Alessandro Arroyo imminent, a "wait and see" approach is no longer appropriate. Consequently, I respectfully request that the Overlook extension study include a specific work item directing the consultant to study potential impacts in the Hawarden/Orozco neighborhoods and to develop appropriate solutions.

Respectfully,

Clinton Marr
6816 Hawarden Drive
Riverside, CA 92506

CC: Planning and Public Works Departments





City Council Memorandum

TO: HONORABLE MAYOR AND CITY COUNCIL **DATE:** December 14, 2010
FROM: COMMUNITY DEVELOPMENT DEPARTMENT **ITEM NO:** 18
 PLANNING DIVISION **WARDS:** ALL
SUBJECT: CRYSTAL VIEW TERRACE AND GREEN ORCHARD PLACE –
 SUPPLEMENTAL APPROPRIATION

ISSUE:

The City Council is being asked to consider: 1) whether to proceed with the appropriate environmental review to evaluate permanently opening the gates on Crystal View Terrace and Green Orchard Place in relationship to the Overlook Parkway Crossing; 2) approval of the installation of traffic safety measures; and 3) approval of a supplemental appropriation to complete the environmental review.

RECOMMENDATIONS:

That the City Council:

1. Initiate the appropriate environmental reviews to consider permanently opening the gates at Crystal View Terrace and Green Orchard Place in relationship to the Overlook Parkway Crossing;
2. Direct the gates remain open during the study period in order to provide additional traffic counts and empirical documentation to assist in the preparation of the environmental documents;
3. Authorize installation of the Phase 1 traffic safety measures including a combination of traffic stops and speed humps; and
4. Authorize a supplemental appropriation in the amount of \$447,912.22 from the Overlook Parkway Crossing/Alessandro Arroyo Bridge Impact Fee accounts with \$412,013.19 to Account No. 9524028-440304 and \$35,899.03 to Account No. 9524036-440304 to complete the environmental review.

TRANSPORTATION COMMITTEE RECOMMENDATIONS:

On November 15, 2010, the Transportation Committee unanimously, by a vote of 3-0 (with Councilmember Davis substituting for Councilmember Melendrez) to: 1) keep the gates at Crystal View Terrace and Green orchard Place open until the consultant reports back and the matter goes to the City Council on December 14, 2010; 2) direct staff to implement traffic safety measures; and 3) recommend the City Council: a) initiate the appropriate environmental reviews to consider opening the gates at Crystal View Terrace and Green Orchard Place which will

include review of the Overlook Parkway Crossing; and b) authorize a supplemental appropriation to complete the environmental review from the Overlook Parkway Crossing Impact Fee account.

BACKGROUND:

The Transportation Committee report (Attachment 1) provides a significant amount of background information on this matter.

At the November 15, 2010 meeting, nearly 40 people spoke on this issue, the vast majority in favor of leaving the gates open and the need for traffic safety measures should the gates be left open. Following testimony, the Transportation Committee recommended approval of staff recommendations to proceed with the environmental analysis and to authorize a supplemental appropriation from the Overlook Parkway Crossing/Alessandro Arroyo Bridge Impact Fee accounts. In addition, the Transportation Committee recommended that the City Council leave the gates open during the study period, if the information gathered from such an exercise would be helpful in the environmental review analysis. The Committee further recommended development and implementation of traffic safety measures.

The environmental review will consider circulation in the immediate vicinity, including a review of the Overlook Parkway connection, as well as model traffic patterns with a much broader area. It will also need to consider the traffic volumes on Washington Street, and nearby intersections. Of particular concern would be the impact on Victoria Avenue, a designated landmark. The review will also evaluate any traffic that might cut-through the Greenbelt and the impact on Proposition R and Measure C. Other related impacts to be studied include Air Quality, Greenhouse Gases, Land Use and Biological Resources.

The General Plan 2025 currently includes a policy to "Prohibit the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo" (Policy CCM-4.4). If the City Council determines that the gates should be permanently opened, then a General Plan Amendment will be necessary, see Attachment 1 for more detail.

The Planning Division is currently reviewing proposals from two consultants on a pre-approved consultant panel to complete the environmental documents. The Traffic Engineer for one of the consultants has submitted a letter confirming that the information to be gained by analyzing traffic movements with the gates open is necessary for the preparation of the environmental review (see Attachment 2). Should the City Council direct that the gates remain open, the Public Works Department has developed a three-phase traffic safety proposal for implementation which includes a combination of traffic stops and speed humps (see Attachment 3). Initially, only the Phase 1 is being recommended for implementation. Should additional measures be required, the subsequent phases can be implemented as needed to address traffic conditions. Installation of the traffic safety measures will provide mitigation prior to approval of the project and the traffic data may be slightly skewed downward.

Funding for the environmental review is recommended from the Overlook Crossing/Alessandro Arroyo Bridge accounts. These funds were collected on the construction of new homes in the vicinity of the arroyo crossing to fund the Overlook Parkway Crossing and related studies. In order to consider permanently opening gates on Crystal View Terrace and Green Orchard Place, it is necessary to complete an environmental review to consider impacts of the entire vicinity, including the construction of the Overlook Parkway Crossing.

FISCAL IMPACT:

The cost to prepare the environmental review is unknown at this time, although it is expected to be over \$400,000, plus a 10% contingency, and take approximately 9-12 months to release the draft for public review. Approximately \$450,000 is available in the Overlook Crossing/Alessandro Arroyo Bridge accounts. It is anticipated that the available balance is sufficient to fund preparation of the environmental documents; however, that will not be known for certain until a final Scope of Work is approved.

The estimated cost of the traffic safety measures, exclusive of engineering time is:

Phase 1	\$22,000
Phase 1A	\$3,500
Phase 2	\$5,400
Phase 3	\$10,500
TOTAL	\$41,400

Funding for the traffic safety measures is available in the existing Public Works Department budget.

Prepared by: Ken Gutierrez, Planning Director
 Certified as to availability
 of funds: Paul C. Sundeen, Assistant City Manager/CFO/Treasurer
 Approved by: Belinda J. Graham, Assistant City Manager
 for Bradley J. Hudson, City Manager
 Approved as to form: Gregory P. Priamos, City Attorney

Concurs with:



STEVE K. ADAMS
 Transportation Committee Chair

Attachments:

1. Transportation Committee Report – November 15, 2010
2. Letter from Iteris dated December 2, 2010
3. Exhibit 1, Traffic Safety Measures



Transportation Committee

TO: TRANSPORTATION COMMITTEE **DATE: November 15, 2010**

FROM: COMMUNITY DEVELOPMENT DEPARTMENT **ITEM NO:**

PLANNING DIVISION

WARDS: ALL

SUBJECT: CRYSTAL VIEW TERRACE AND GREEN ORCHARD PLACE GATES – SUPPLEMENTAL APPROPRIATION

ISSUE:

The issue for Transportation Committee consideration is whether to proceed with the environmental review needed to consider permanently opening the gates on Crystal View Terrace and Green Orchard Place.

RECOMMENDATIONS:

That the Transportation Committee recommend that the City Council:

1. Initiate the appropriate environmental reviews to consider opening the gates at Crystal View Terrace and Green Orchard Place; and
2. Authorize a supplemental appropriation to complete the EIR from the Overlook Parkway Crossing Impact Fee account.

BACKGROUND:

In May 2001, the City Council approved a subdivision (TM-29515) that proposed extending a road (Green Orchard Place) to ultimately connect with an existing segment of Green Orchard Place built on what was then unincorporated County land. To avoid having significant volumes of cut-through traffic using this local residential street, the City Council approved a condition of the map and a Mitigation Measure of the related Mitigated Negative Declaration (MND) prohibiting any connection between the two street segments "until the Overlook Parkway extension across the Alessandro Arroyo has been completed".

In February 2006, the City Council approved another subdivision map (TM-29628) that similarly proposed extending Crystal View Terrace from Overlook Parkway to ultimately connect with an existing stretch of Crystal View Terrace that extended from Berry Road on what was then unincorporated County land. The City Council also approved a condition of approval and a Mitigation Measure of the accompanying Environmental Impact Report (EIR) requiring "a barrier strip at the [then] City limits along Crystal View Terrace be installed until Overlook Parkway is connected to the east across the Alessandro Arroyo and to Alessandro Boulevard". This condition was expanded by a Mitigation Measure of the EIR to require that a gate be installed to allow for emergency vehicle access, but otherwise prohibit through traffic. The attached exhibit illustrates the locations of the required gates (Exhibit 1).

P11-0050/P12-0220, Exhibit 9
City Council Report (12/14/10)

Along the same vein, the General Plan 2025 includes a policy to “Prohibit the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo”. General Objective CCM-4 and the four related policies as follows:

- Objective CCM-4: Provide a connection between Washington Street and SR-91 via an extension of Overlook Parkway.
- Policy CCM-4.1: Limit the Overlook Parkway completion over the arroyo to a two-lane roadway within a one-hundred-ten-foot right-of-way.
- Policy CCM-4.2: The connection of Overlook Parkway across the Alessandro Arroyo shall not be completed until a detailed specific plan analyzing potential connection routes between Washington Street and the SR-91 has been adopted. Analysis of the fore mentioned connection route should, at a minimum include the area bounded by Mary Street, Adams Street, Dufferin Street, and SR-91.
- Policy CCM-4.3: Ensure that LOS D or better is maintained along Victoria Avenue for intersections related to the Overlook Parkway extension.
- Policy CCM-4.4: Prohibit the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo.

Both subdivisions have recorded and the gates have been installed.

On December 10, 2009, the Transportation Committee considered a proposal by Councilmember Davis to revise Section 16.048.010 of the Riverside Municipal Code (RMC) as it relates to the Overlook Parkway Development Impact fee. The proposed revisions would widen the permitted use of the fee to include all reports, analysis and environmental studies related to construction of a bridge over the Alessandro Arroyo.

Following discussion, the Committee determined that an advisory citizen survey may be helpful in evaluating if development and construction of a bridge crossing the Alessandro Arroyo at Overlook Parkway, for which development fees continue to be collected, should be pursued. The Committee also directed staff to return to the Committee with information on the Crystal View Terrace traffic study results, mapping, costs and options for a citizen survey or advisory election, and permitted uses for expenditure of the Overlook Development fees. The Committee took no action on the proposed revisions to the RMC.

On February 18, 2010, the Committee received a report on the Crystal View Terrace traffic study results, costs and options for a citizen survey regarding the construction of a bridge crossing the Alessandro Arroyo at Overlook Parkway, and discussed the possible use of Overlook Parkway Development fee for public input. Following discussion, the Committee unanimously voted to forward to the City Council an ordinance to allow the use of Overlook Parkway Development fees for environmental analysis and studies. The Committee also unanimously directed the Public Works Department to complete additional traffic studies and report back to the Committee for further direction on environmental work for a bridge crossing the Alessandro Arroyo at Overlook Parkway.

On March 9, 2010, the City Council introduced and subsequently adopted an ordinance amending Section 16.048.010 of the RMC to allow the development fees collected for the development and construction of a bridge crossing the Alessandro Arroyo at Overlook Parkway to be used for any necessary environmental studies, reports and analysis. The City Council also authorized the Public Works Department to conduct all necessary traffic studies and associated actions related to Crystal View Terrace and Overlook Parkway.

On October 14, 2010, the Public Works Department presented the following traffic study data during the Ward 4 community meeting held at Orange Terrace Community Park. Table 1 contains daily traffic counts on Crystal View Terrace in the vicinity of Overlook Parkway. The data indicates daily trips have stabilized at approximately 1,730 vehicles per day.

Table 1—Crystal View Terrace Traffic Counts

Study Date	Volume (vehicles/day)
January 2009	668
February 2009	670
October 2009	1,296
December 2009	1,431
January 2010	1,442
April 2010	1,729
August 2010	1,730

Table 2 contains speed study data for the area and reflects the 85% speeds on Crystal View Terrace and Overlook Parkway is higher than would be expected for these types of streets.

Table 2—Traffic Speed Study Data

Location	Speed (85 th %)	
	April 29, 2010	August 26, 2010
Crystal View Terrace north of Berry Road	39 MPH	37 MPH
Overlook Parkway west of Via Montecito	51 MPH	52 MPH
Hawarden Drive north of Skye Drive	29 MPH	25 MPH
Gainsborough Drive west of Westminster Drive	33 MPH	33 MPH

Table 3 contains the results of studies regarding cut-through traffic between Washington Street and Alessandro Boulevard conducted on October 29, 2009, April 29, 2010, and August 26, 2010 between the hours of 6:30 a.m. and 9:30 a.m. The analysis shows an overall reduction in cut-through traffic between April and August 2010. Specifically in August 2010, 9% (14 vehicles) of eastbound and 29% of the westbound traffic passing through the Overlook Parkway/Crystal View Terrace intersection had an origin and destination outside the area bounded by Washington Street and Alessandro Boulevard.

Table 3—Cut-through Traffic Study Data Re: Crystal View Terrace/Washington Street

Study Date	Eastbound Cut-Through		Westbound Cut-Through		Total Cut-Through	
	# Vehicles	% Vehicles	# Vehicles	% Vehicles	# Vehicles	% Vehicles
October 2009	9/117	8%	10/95	11%	19/212	9%
April 2010	34/178	19%	47/149	32%	81/327	25%
August 2010	14/159	9%	45/158	29%	59/317	19%

Table 4 contains the results of a travel time study conducted on April 27, 2010 to determine if motorists would save time by cutting-through local and collector streets (John F. Kennedy Drive, Crystal View Terrace, etc.) as opposed to using major arterials and freeways such as Trautwein Road, Alessandro Boulevard, and SR-91. The study shows average commute time on the route using local and collector streets is 2 to 3 minutes longer than the route using arterials and freeways even though the route using local and collector streets is 0.6 miles shorter.

Table 4—Travel Time Study Data for April 27, 2010

Routes	7:00 – 7:30 AM	7:45 – 8:15 AM	8:30 – 9:00 AM
#1 - Major Arterials (Trautwein, Alessandro, Central & SR-91) Length: 7.3 miles Speeds: 45-65 MPH	11 min: 49 sec	16 min : 21 sec	13 min : 6 sec
#2 – Local/Collector Streets (JFK, Crystal View, Overlook, Hawarden, Mary, Indiana) Length: 6.7 miles Speeds: 25-40 MPH	15 min: 10 sec	19 min: 10 sec	15 min: 12 sec

To facilitate the traffic studies outlined above, the Crystal View Terrace and Green Orchard Place gates were temporarily opened. During this time, the City has received numerous requests both to keep the gates open and to close the gates. In late October 2010, a petition with more than 600 signatures to keep the gates open was received. The petition only contained nine (9) signatures to close the gates. However, in accordance with the Mitigation Measures and Conditions of Approval of the related maps, the gates must be closed but with provisions to allow for emergency access.

To evaluate whether Crystal View Terrace and/or Green Orchard Place should be open, environmental studies are necessary. This will require an EIR for a General Plan Amendment, as well as for the EIR for TM-29628 and the MND for TM-29515. The EIR would need to consider circulation in the immediate vicinity, including a review of the Overlook Parkway connection, as well as model traffic patterns with a much broader area. It would also need to consider the traffic volumes on Washington Street, and nearby intersections. Of particular concern would be the impact on Victoria Avenue, a designated landmark. The EIR would also need to evaluate any traffic that might cut-through the Greenbelt and the impact on Proposition R and Measure C. Other related impacts would also need to be studied, including Air Quality, Greenhouse Gasses, Land Use and Biological Resources.

The Planning Division has prepared a scope of work to distribute to two consultants on a pre-approved consultant panel. The two consultants have been asked to prepare a work plan, a time frame and a cost to perform this work.

FISCAL IMPACT:

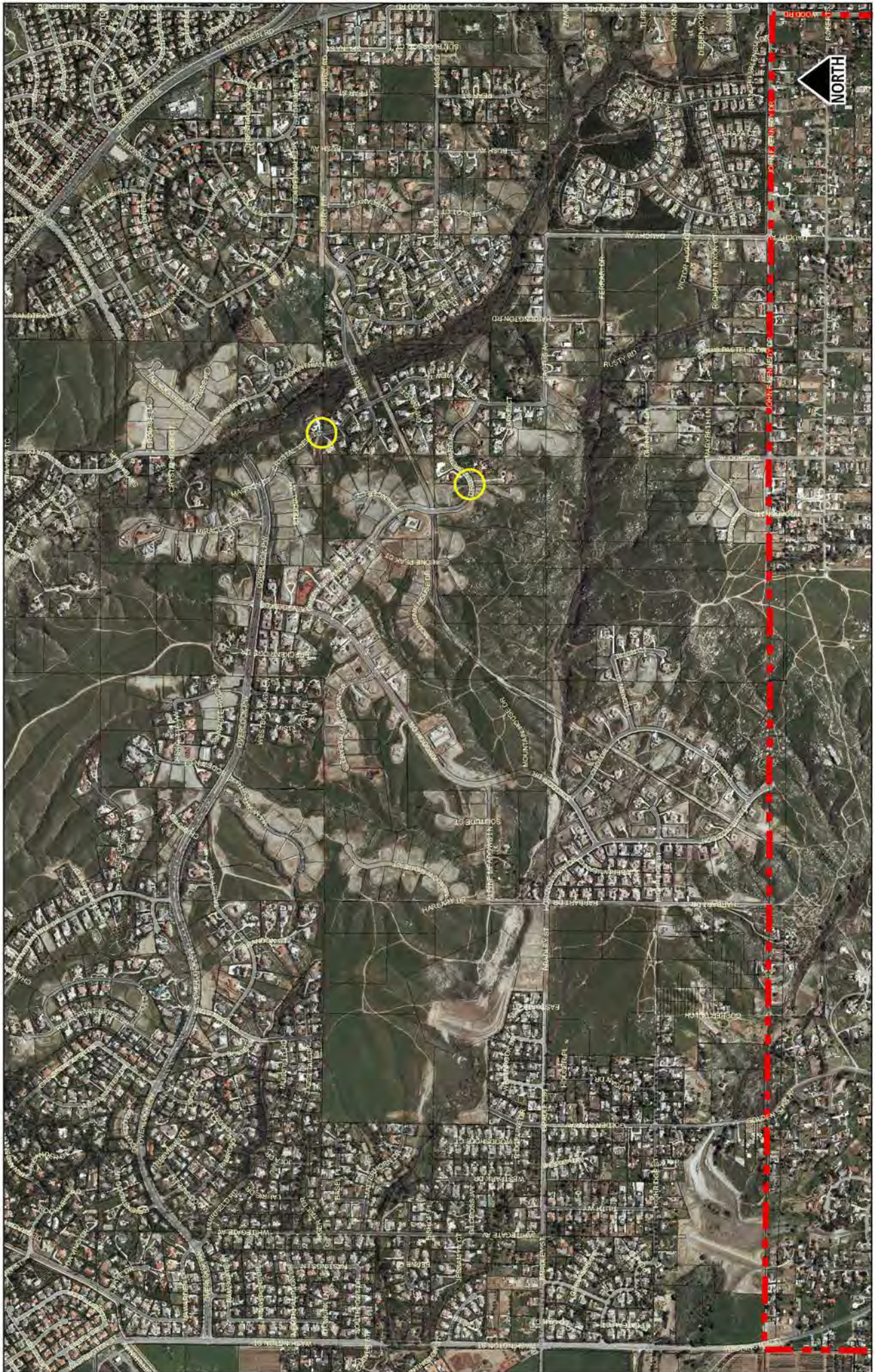
The cost to prepare the EIR is unknown at this time, although it is expected to be over \$300,000 and take approximately 9-12 months to release the draft for public review. Approximately \$450,000 is available in the Overlook Crossing/Alessandro Arroyo Bridge accounts. These funds were collected on the construction of new homes in the vicinity of the arroyo crossing to fund any necessary environmental studies, as well as its planning, design and construction. Until proposals for the EIR are received, it is unknown if the available balance is sufficient to fund preparation of the EIR.

Prepared by: Ken Gutierrez, Planning Director
Certified as to availability
of funds: Paul C. Sundeen, Assistant City Manager/CFO/Treasurer
Approved by: Belinda J. Graham, Assistant City Manager
for Bradley J. Hudson, City Manager
Approved as to form: Gregory P. Priamos, City Attorney

Attachment:

1. Area maps







December 8, 2010

Mr. Ken Gutierrez
Planning Director
City of Riverside
3900 Main Street
Riverside, CA 92522

Re: Traffic Impact Analysis of Green Orchard Place/Crystal View Terrace/Overlook Parkway area

Dear Mr. Gutierrez:

In order to conduct an EIR level traffic study in the Green Orchard Place/Crystal View Terrace/Overlook Parkway area, traffic data (daily and peak hour traffic counts) will need to be collected. We understand that the gates are currently open on Green Orchard Place and Crystal View Terrace, and have been open long enough for traffic to stabilize. While the City has actively studied this area and collected data, the specific data requirements for the purpose of an EIR level study will be different than, and go beyond, the types of traffic count data that have already been collected. For data collection purposes, it is recommended that the gates remain open until traffic data that is appropriate and useful for the purpose of the special study can be collected in the area. This will allow a proper baseline analysis for the EIR. If it is determined that additional analysis is needed with the gates closed, it would be necessary to wait until traffic again stabilizes with the gates closed, then additional counts could be obtained.

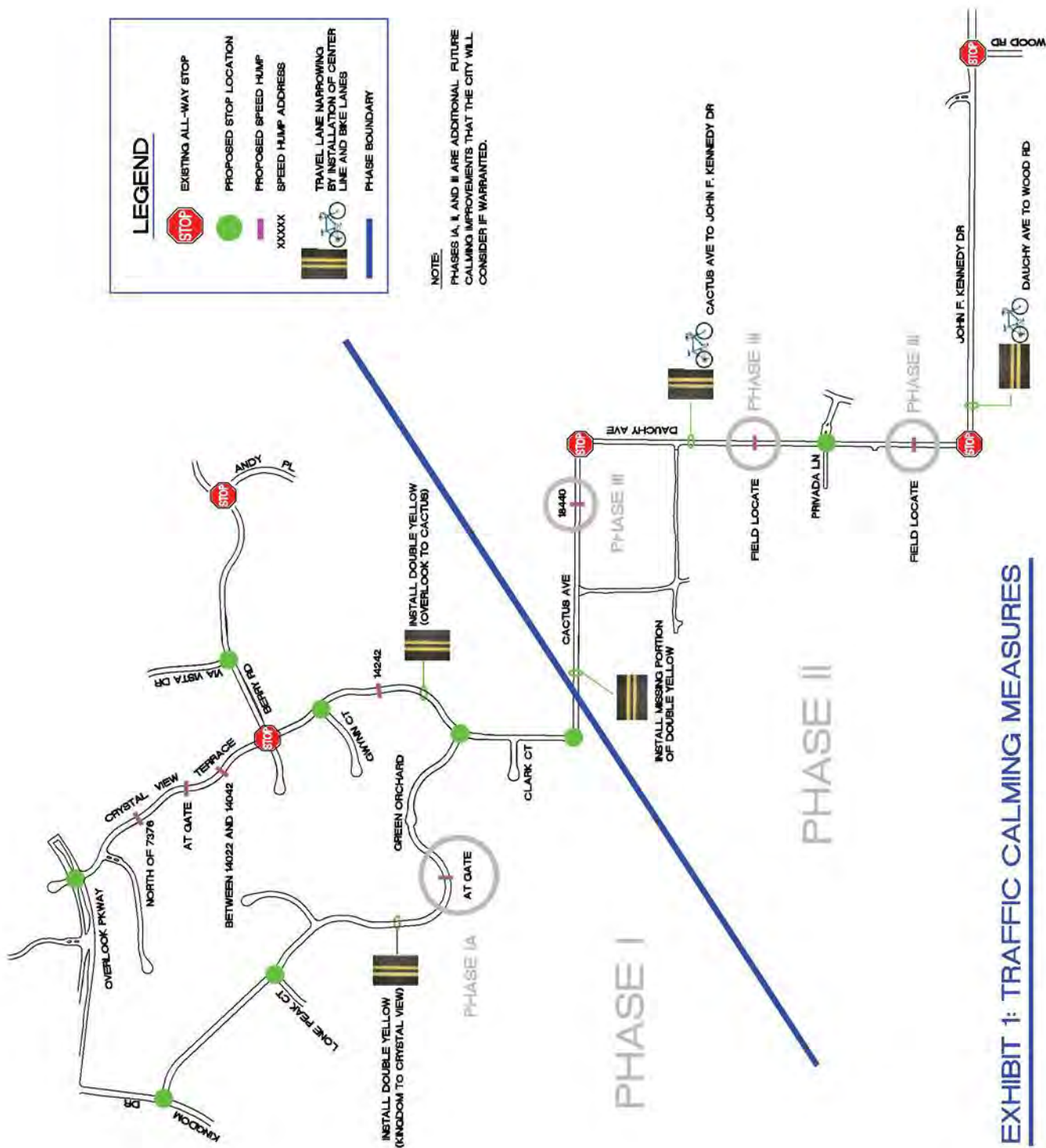
It should also be noted that traffic data is usually not collected during holiday seasons, due to the changes in traffic due to school closures, holiday travel etc. If new counts are collected for the EIR, they should be done before the holidays start (the week of December 13 at the latest), or a week or so after the holidays and after all schools are back in session in January.

Please do not hesitate to let me know if you have any questions.

Sincerely,
Iteris, Inc.

Gary Hamrick
Vice President
Transportation Systems

P11-0050/P12-0220, Exhibit 9
City Council Report (12/14/10)



December 9, 2010

Ken Gutierrez
Planning Director
City of Riverside
3900 Main Street
Riverside CA 92501

RECEIVED

DEC 14 2010

City of Riverside
City Clerk's Office

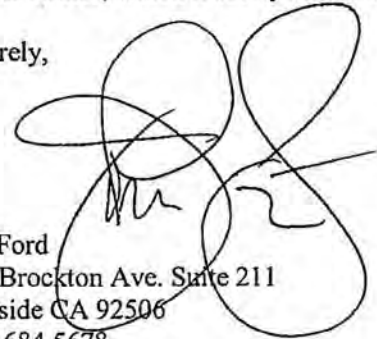
RE: Exhibit One, Traffic Calming Measures, Exhibit number 18-13

Dear Mr. Gutierrez,

We are very happy that the City of Riverside is taking the traffic issues seriously in the Alessandro Heights neighborhood. We have reviewed the above document and would like to make the following comment. Regarding the plan as it pertains to Phase 1A, we believe that an additional speed bump could be added on Green Orchard between the proposed speed bump at the gate and Lone Peak Court and/or that an additional stop sign be added at Spenser Court. I believe one of these alternatives should be implemented immediately with the first phase measures being recommended. The traffic mitigation measures proposed on Crystal View Terrace will push traffic onto Green Orchard. As it is, traffic travels at very fast rate on that street. Add to that the elevation issues on Green Orchard and the recently constructed City of Riverside Public Works Water Reservoir on Green Orchard and that bend is now a blind turn. There is a potential traffic hazard as the result of the stop sign being placed at Lone Peak Court.. Further, it would be helpful if the exhibit indicated exactly what type of stop signs are being proposed at the various stop locations.

Also, while this may be a bit off topic, but in the grand scheme of things it is not, there is tremendous potential for a terrible accident to occur in the vicinity of the bend on Washington Street between Dufferin Ave. and Lenox Ave. and where the Gage Canal intersects Washington. The traffic heading northerly on Washington from Woodcrest travels at a high rate on two lanes. If the traffic hits the green light at Overlook speeds can approach and exceed 60 miles an hour at a point where the two lanes become one and all the while vehicles can turn onto or pull out of either Dufferin or Lenox without adequate line of site. In my opinion, this is the most dangerous section of road in the City of Riverside and we are fortunate that we have not experienced a fatality in the vicinity thus far. My recommendation is to immediately address this issue before disaster strikes, which it surely will if action is not taken.

Sincerely,



John Ford
6850 Brockton Ave. Suite 211
Riverside CA 92506
(951) 684 5678

CC: Tom Boyd, Deputy Public Works Director
Ms. Diane Jenkins, City Planner
Ms. Colleen J. Nicol, City Clerk

cc: Mayor
City Council
City Manager
City Attorney
Community Development

P11-0050/P12-0220, Exhibit 9
City Council Report (12/14/10)

Allen Matkins

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E-mail: sskov@allenmatkins.com
Direct Dial: 949.851.5418 File Number: 999903-14000/OC916174.01

Via Email/U.S. Mail

December 13, 2010

Mayor Ronald O. Loveridge
Council Member Mike Gardner (Ward 1)
Council Member Andy Melendrez (Ward 2)
Council Member Rusty Bailey (Ward 3)
Council Member Paul Davis (Ward 4)
Council Member Chris Mac Arthur (Ward 5)
Council Member Nancy Hart (Ward 6)
Council Member Steve Adams (Ward 7)
City of Riverside
3900 Main Street
Riverside, CA 92522

RECEIVED
DEC 13 2010
City of Riverside
City Clerk's Office

**Re: December 14, 2010, City Council Agenda Item No. 18: Permanent
Removal of the Crystal View Terrace and Green Orchard Place Gates**

Dear Mayor Loveridge and Honorable City Council Members:

We represent Citizens for Riverside Traffic Safety, the members of which are concerned with the safety of all City of Riverside ("City") residents. We have reviewed the December 14, 2010 City Council Agenda, and the City Council Memorandum for Discussion Calendar Agenda Item No. 18 ("Staff Report"), which concerns the City Transportation Committee ("Committee") recommendations to the City Council. The Committee recommends that the City Council direct City staff to initiate environmental review pursuant to the California Environmental Quality Act, or CEQA, to consider the permanent removal of the gates that are currently unlocked, and which have remained unlocked since around December 2008, on Crystal View Terrace and Green Orchard Place ("Project"). We request that this letter be included in the administrative record for the Project.

Citizens for Riverside Traffic Safety urges the City Council to keep the gates unlocked while the City conducts its CEQA review. Citizens for Riverside Traffic Safety also respectfully urges the City to keep the scope of CEQA review for the Project focused on the impacts from permanent removal of the gates, rather than include a complete environmental analysis of all impacts associated with the completion of Overlook Parkway across the Alessandro Arroyo. In that regard, we urge the City to narrow the scope of environmental review of the Project pursuant to CEQA to the impacts from the following proposed actions by the City:

P11-0050/P12-0220, Exhibit 9

Mayor Ronald O. Loveridge
December 13, 2010

Page 2

(1) An amendment to the City's General Plan, deleting Policy CCM-4.4, which prohibits the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo;

(2) The deletion of the previous tract map mitigation measures adopted by the City for Tract Map No. 29515, prohibiting connection between Crystal View Terrace and Green Orchard Place until Overlook Parkway across the Alessandro Arroyo is complete; and

(3) The deletion of the previous tract map mitigation measures adopted by the City for Tract Map No. 29628, requiring a barrier on Crystal View Terrace until Overlook Parkway is complete.

Rather than completely depleting the City funds in the Overlook Parkway Crossing/Alessandro Arroyo Bridge Impact Fee accounts as described in the Staff Report, the City could save most of those funds for the time when the City is ready to proceed with the extension of Overlook Parkway. By narrowing the scope of the Project as stated above, the City will save money and time, as a study of biological impacts from construction of Overlook Parkway over the Alessandro Arroyo as noted in the Staff Report would not be required at this time. Further, the air quality and greenhouse gas emissions studies could also be appropriately limited to a study of what the impacts are from the removal of the gates, which the data should be readily available because the gates have been open for almost two years.

Citizens for Riverside Traffic Safety supports immediate implementation of traffic calming measures on Crystal View Terrace, and supports keeping the gates open while the City studies the environmental impacts from the Project.

1. Background Information Regarding The Gates And The Committee's Recommendations.

The gates were installed on Crystal View Terrace as a result of mitigation measures imposed in 2001 and 2006 on approved subdivisions that required a barrier at the City limit line on Crystal View Terrace, and prohibited a connection between Crystal View Terrace and Green Orchard Place until the Overlook Parkway extension was complete. The mitigation measures were adopted as part of an approved Mitigated Negative Declaration (Tract Map 29515) and a certified EIR (Tract Map 29628). When the subdivisions were developed, a locked gate was installed on Crystal View Terrace, separating the City (north of the gates) from unincorporated County land (south of the gates). Both sides of Crystal View Terrace are now within the City limits, and residential development has occurred on the north and south sides of the gates.

Over time, residential and commercial development occurred in the area and a few of the residents of the area, as well as some subcontractors, were given access through the gates by way of keys provided by developers. In addition, the gates remained unlocked most of the time. During times when the gates were locked, it was common for vandals to rig the locks so they could not be

Mayor Ronald O. Loveridge

December 13, 2010

Page 3

opened, by welding the locks shut, breaking the keys off in the locks, and other means. This vandalism caused serious safety concerns regarding the response times of the Fire and Police Department to respond to emergencies for the residents living on both sides of the gates, and evacuation routes in case of an emergency.

The City received complaints from residents on both sides of the gates; some complained about the gates being open, some complained about the future closure of the gates. A petition in favor of keeping the gates open was signed by over 600 residents, while a petition to close the gates was signed by only nine residents. (Staff Report, p. 18-7.) The City opened the gates in around December 2008 so it could study traffic patterns through and around the gates. This study was presented to the Committee at the November 15, 2010 meeting. The gates have remained open for almost two years.

The Committee's recommendations to the City Council to direct staff to study the environmental impacts associated with permanent removal of the gates were made at the November 15, 2010 Transportation Committee meeting, at which at least 40 people spoke in favor of permanent removal of the gates, while only a few spoke in favor of re-locking the gates and keeping them locked.

Among those in favor of removing the gates were physicians who must respond to middle-of-the-night emergency calls and who use Overlook Parkway to get to the hospital to tend to their patients; a neighbor whose nephew drowned and was ultimately saved because, fortuitously, the gates were unlocked at the time of the emergency, which allowed firefighters to get through in time; and numerous residents who testified that their quality of life is better with the gates open because they can more easily reach family and friends, commercial services, child care facilities, and schools, reducing their time in their respective vehicles, thereby decreasing vehicle miles traveled. Such a reduction in vehicle miles traveled reduces greenhouse gas emissions and other air pollution emissions.

Some residents living north and west of the gates also spoke in favor of removal because they want to be sure all City residents are safe and protected. The few residents speaking in favor of locking the gates reside south of the gates and expressed concerns with the speeds at which cars travel on Crystal View Terrace, and potential increased traffic and crime that may or may not be related to the removal of the gates. The Committee correctly recognized that such concerns of these residents could be addressed by implementing traffic calming measures and increased police patrol in the area.

2. Environmental Review Of The Completion Of The Overlook Parkway Extension Is Not Appropriate At This Time.

The Staff Report states that "it is necessary to complete an environmental review to consider impacts of the entire vicinity, including the construction of the Overlook Parkway Crossing." (Staff

Report, p. 18-2.) However, the City's General Plan prohibits completion of the extension of Overlook Parkway until a detailed specific plan analyzing connection routes between Washington Street and the SR-91 has been adopted. (General Plan Policy CCM-4.2.) It does not appear that such a specific plan has been completed. Preparation of a specific plan also would be costly. Further, the gates have remained open since approximately December 2008, and have been opened most of the several years before December 2008. The City must set the environmental baseline for its analysis of the Project (which is permanent removal of the gates) as the existing physical conditions. (CEQA Guidelines, § 15125, subds. (a) and (e).) Since the extension does not exist, it is not appropriate to include it in the baseline.

In light of the foregoing, any environmental impacts resulting from removal of the gates should be analyzed separately from the completion of Overlook Parkway. A properly focused traffic study would identify any such impacts. If no impacts would result, an addendum to the previously prepared EIR and Mitigated Negative Declaration would satisfy the CEQA requirements. (CEQA Guidelines, § 15164 (an addendum to previously prepared EIRs and negative declarations may be appropriate).) If impacts would result, it is likely that traffic calming measures along Crystal View Terrace would mitigate such impacts, thus a Mitigated Negative Declaration would be appropriate. (Pub. Res. Code, § 21064.5.)

3. The Previously Adopted Mitigation Measures May Be Deleted So Long As The City Supports The Conclusion That The Measures Are No Longer Necessary.

The City may delete the mitigation measures previously adopted in connection with the approval of Tract Map Nos. 29515 and 29628 so long as the City states a legitimate reason for doing so, and supports that reason with substantial evidence. (*Lincoln Place Tenants Assn. v. City of Los Angeles* (2005) 130 Cal.App.4th 1491; *Napa Citizens for Honest Government v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4th 342.)

Here, the City has a legitimate reason to delete the mitigation measures. That reason is first and foremost safety. It is imperative that the Fire and Police Departments have unfettered access through Crystal View Terrace in order to keep the citizens of Riverside safe. There is already substantial evidence in the City's record concerning the importance of safety, as at least one young child is likely alive because the gates happened to be open when he drowned. What a tragedy it would have been if the gates had been locked and this child died because the Fire Department could not get through the gate.

Any impacts to the residents residing south of the gates may be mitigated through traffic calming measures and strict enforcement of the speed limits. Further, increasing police patrols along Crystal View Terrace on both sides of the existing gate would deter other criminal behavior that may be impacting all residents, north and south of the gates, along Crystal View Terrace.

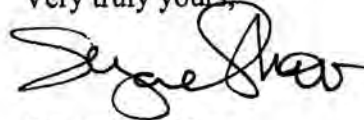
Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law

Mayor Ronald O. Loveridge
December 13, 2010

Page 5

We appreciate the opportunity to provide comments on behalf of the Citizens for Riverside Traffic Safety on this very important public safety issue. We look forward to continuing to work with the City to achieve a result that puts the safety of all City residents first.

Very truly yours,



Suzanne E. Skov

SES

cc: Ms. Colleen J. Nicol, MMC, City Clerk, City of Riverside (Via E-Mail and U.S. Mail)
Mr. Ken Gutierrez, City Planning Director, City of Riverside (Via E-Mail and U.S. Mail)
Ms. Diane Jenkins, AICP, City Planner, City of Riverside (Via E-Mail and U.S. Mail)

cc: Mayor
City Council
City Manager
City Attorney
Community Development

Allen Matkins

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law
1900 Main Street, 5th Floor | Irvine, CA 92614-7321
Telephone: 949.553.1313 | Facsimile: 949.553.8354
www.allenmatkins.com

Suzanne E. Skov
E-mail: sskov@allenmatkins.com
Direct Dial: 949.851.5418 File Number: 999903-14000/OC916174.01

Via Email/U.S. Mail

December 13, 2010

Mayor Ronald O. Loveridge
Council Member Mike Gardner (Ward 1)
Council Member Andy Melendrez (Ward 2)
Council Member Rusty Bailey (Ward 3)
Council Member Paul Davis (Ward 4)
Council Member Chris Mac Arthur (Ward 5)
Council Member Nancy Hart (Ward 6)
Council Member Steve Adams (Ward 7)
City of Riverside
3900 Main Street
Riverside, CA 92522

RECEIVED
DEC 14 2010
CITY OF RIVERSIDE
City Clerk's Office

Re: December 14, 2010, City Council Agenda Item No. 18: Permanent Removal of the Crystal View Terrace and Green Orchard Place Gates

Dear Mayor Loveridge and Honorable City Council Members:

We represent Citizens for Riverside Traffic Safety, the members of which are concerned with the safety of all City of Riverside ("City") residents. We have reviewed the December 14, 2010 City Council Agenda, and the City Council Memorandum for Discussion Calendar Agenda Item No. 18 ("Staff Report"), which concerns the City Transportation Committee ("Committee") recommendations to the City Council. The Committee recommends that the City Council direct City staff to initiate environmental review pursuant to the California Environmental Quality Act, or CEQA, to consider the permanent removal of the gates that are currently unlocked, and which have remained unlocked since around December 2008, on Crystal View Terrace and Green Orchard Place ("Project"). We request that this letter be included in the administrative record for the Project.

Citizens for Riverside Traffic Safety urges the City Council to keep the gates unlocked while the City conducts its CEQA review. Citizens for Riverside Traffic Safety also respectfully urges the City to keep the scope of CEQA review for the Project focused on the impacts from permanent removal of the gates, rather than include a complete environmental analysis of all impacts associated with the completion of Overlook Parkway across the Alessandro Arroyo. In that regard, we urge the City to narrow the scope of environmental review of the Project pursuant to CEQA to the impacts from the following proposed actions by the City:

Mayor Ronald O. Loveridge

December 13, 2010

Page 2

(1) An amendment to the City's General Plan, deleting Policy CCM-4.4, which prohibits the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo;

(2) The deletion of the previous tract map mitigation measures adopted by the City for Tract Map No. 29515, prohibiting connection between Crystal View Terrace and Green Orchard Place until Overlook Parkway across the Alessandro Arroyo is complete; and

(3) The deletion of the previous tract map mitigation measures adopted by the City for Tract Map No. 29628, requiring a barrier on Crystal View Terrace until Overlook Parkway is complete.

Rather than completely depleting the City funds in the Overlook Parkway Crossing/Alessandro Arroyo Bridge Impact Fee accounts as described in the Staff Report, the City could save most of those funds for the time when the City is ready to proceed with the extension of Overlook Parkway. By narrowing the scope of the Project as stated above, the City will save money and time, as a study of biological impacts from construction of Overlook Parkway over the Alessandro Arroyo as noted in the Staff Report would not be required at this time. Further, the air quality and greenhouse gas emissions studies could also be appropriately limited to a study of what the impacts are from the removal of the gates, which the data should be readily available because the gates have been open for almost two years.

Citizens for Riverside Traffic Safety supports immediate implementation of traffic calming measures on Crystal View Terrace, and supports keeping the gates open while the City studies the environmental impacts from the Project.

1. Background Information Regarding The Gates And The Committee's Recommendations.

The gates were installed on Crystal View Terrace as a result of mitigation measures imposed in 2001 and 2006 on approved subdivisions that required a barrier at the City limit line on Crystal View Terrace, and prohibited a connection between Crystal View Terrace and Green Orchard Place until the Overlook Parkway extension was complete. The mitigation measures were adopted as part of an approved Mitigated Negative Declaration (Tract Map 29515) and a certified EIR (Tract Map 29628). When the subdivisions were developed, a locked gate was installed on Crystal View Terrace, separating the City (north of the gates) from unincorporated County land (south of the gates). Both sides of Crystal View Terrace are now within the City limits, and residential development has occurred on the north and south sides of the gates.

Over time, residential and commercial development occurred in the area and a few of the residents of the area, as well as some subcontractors, were given access through the gates by way of keys provided by developers. In addition, the gates remained unlocked most of the time. During times when the gates were locked, it was common for vandals to rig the locks so they could not be

opened, by welding the locks shut, breaking the keys off in the locks, and other means. This vandalism caused serious safety concerns regarding the response times of the Fire and Police Department to respond to emergencies for the residents living on both sides of the gates, and evacuation routes in case of an emergency.

The City received complaints from residents on both sides of the gates; some complained about the gates being open, some complained about the future closure of the gates. A petition in favor of keeping the gates open was signed by over 600 residents, while a petition to close the gates was signed by only nine residents. (Staff Report, p. 18-7.) The City opened the gates in around December 2008 so it could study traffic patterns through and around the gates. This study was presented to the Committee at the November 15, 2010 meeting. The gates have remained open for almost two years.

The Committee's recommendations to the City Council to direct staff to study the environmental impacts associated with permanent removal of the gates were made at the November 15, 2010 Transportation Committee meeting, at which at least 40 people spoke in favor of permanent removal of the gates, while only a few spoke in favor of re-locking the gates and keeping them locked.

Among those in favor of removing the gates were physicians who must respond to middle-of-the-night emergency calls and who use Overlook Parkway to get to the hospital to tend to their patients; a neighbor whose nephew drowned and was ultimately saved because, fortuitously, the gates were unlocked at the time of the emergency, which allowed firefighters to get through in time; and numerous residents who testified that their quality of life is better with the gates open because they can more easily reach family and friends, commercial services, child care facilities, and schools, reducing their time in their respective vehicles, thereby decreasing vehicle miles traveled. Such a reduction in vehicle miles traveled reduces greenhouse gas emissions and other air pollution emissions.

Some residents living north and west of the gates also spoke in favor of removal because they want to be sure all City residents are safe and protected. The few residents speaking in favor of locking the gates reside south of the gates and expressed concerns with the speeds at which cars travel on Crystal View Terrace, and potential increased traffic and crime that may or may not be related to the removal of the gates. The Committee correctly recognized that such concerns of these residents could be addressed by implementing traffic calming measures and increased police patrol in the area.

2. Environmental Review Of The Completion Of The Overlook Parkway Extension Is Not Appropriate At This Time.

The Staff Report states that "it is necessary to complete an environmental review to consider impacts of the entire vicinity, including the construction of the Overlook Parkway Crossing." (Staff

Report, p. 18-2.) However, the City's General Plan prohibits completion of the extension of Overlook Parkway until a detailed specific plan analyzing connection routes between Washington Street and the SR-91 has been adopted. (General Plan Policy CCM-4.2.) It does not appear that such a specific plan has been completed. Preparation of a specific plan also would be costly. Further, the gates have remained open since approximately December 2008, and have been opened most of the several years before December 2008. The City must set the environmental baseline for its analysis of the Project (which is permanent removal of the gates) as the existing physical conditions. (CEQA Guidelines, § 15125, subds. (a) and (e).) Since the extension does not exist, it is not appropriate to include it in the baseline.

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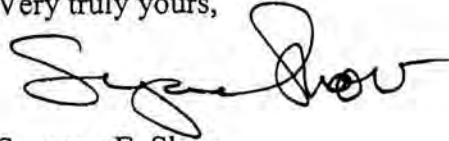
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Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law

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December 13, 2010
Page 5

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Very truly yours,

A handwritten signature in black ink, appearing to read 'Suzanne E. Skov', with a stylized flourish at the end.

Suzanne E. Skov

SES

cc: Ms. Colleen J. Nicol, MMC, City Clerk, City of Riverside (Via E-Mail and U.S. Mail)
Mr. Ken Gutierrez, City Planning Director, City of Riverside (Via E-Mail and U.S. Mail)
Ms. Diane Jenkins, AICP, City Planner, City of Riverside (Via E-Mail and U.S. Mail)

**CITY OF RIVERSIDE
SPEAKER CARD**

WELCOME TO THE RIVERSIDE CITY COUNCIL MEETING.

IF YOU WISH TO ADDRESS THE CITY COUNCIL/REDEVELOPMENT AGENCY, PLEASE COMPLETE AND SUBMIT THIS CARD TO THE CITY CLERK. SPEAKERS ARE ENCOURAGED TO SUBMIT THEIR CARDS TO THE CITY CLERK BEFORE THE SCHEDULED MEETING TIME. SPEAKER CARDS WILL BE ACCEPTED UNTIL THE AGENDA ITEM IS CALLED.

ITEM NO.: 18

NAME: Karen Davis Wright DATE: 12/14/2010

CITY/NEIGHBORHOOD: Ward 3 PHONE # (Optional): _____

ADDRESS (Optional): _____ Address _____ City/State/Zip _____

SUBJECT: Keep gates closed. ☐ SUPPORT ☐ OPPOSE ☐ NEUTRAL

In accordance with the Public Records Act, any information you provide on this form is available to the public.

PLEASE TURN OFF OR SILENCE PAGERS AND CELLULAR TELEPHONES.

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ITEM NO.: 18

NAME: Jody Wallace DATE: 12-14-10

CITY/NEIGHBORHOOD: RIVERSIDE / OVERLOOK PHONE # (Optional): (951) 377-7997

ADDRESS (Optional): 7201 MIRACLE MILE RIVERSIDE, CA 92506
Address City/State/Zip

SUBJECT: KEEP GATES OPEN

☒ SUPPORT ☐ OPPOSE ☐ NEUTRAL

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ITEM NO.: 18

NAME: Alap Meyer

DATE: 12/14/10

CITY/NEIGHBORHOOD: Alhambra N.H.S.

PHONE # (Optional): 951-80-4083

ADDRESS (Optional): 6934 Via Vista Dr
Address

Riverside
City/State/Zip

SUBJECT: Boats

☐ SUPPORT ☒ OPPOSE ☐ NEUTRAL

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ITEM NO.: 18
NAME: Gordon Bourns DATE: Dec. 14, 2010

CITY/NEIGHBORHOOD: Riverside PHONE # (Optional): 951-789-2829

ADDRESS (Optional): 2019 Polo Court Riverside, CA 92506
Address City/State/Zip

SUBJECT: Support of Keeping Crystal View Terrace Gate open
☒ SUPPORT ☐ OPPOSE ☐ NEUTRAL

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ITEM NO.: 18

NAME: Jerry Wiseman DATE: 12-14-10

CITY/NEIGHBORHOOD: _____ PHONE # (Optional): _____

ADDRESS (Optional): 930 Bradley St., Riverside CA 92506
Address City/State/Zip

SUBJECT: Gates - Keep Open
☒ SUPPORT ☐ OPPOSE ☐ NEUTRAL

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ITEM NO.: 18

NAME: Dan Vaughan

DATE: 12/14/10

CITY/NEIGHBORHOOD: Wood 4-Overlook

PHONE # (Optional): 951.536.1740

ADDRESS (Optional): 18171 Eagle Song, Riverside Ca 92508

Address

City/State/Zip

SUBJECT: Chrysler Credit - Keep open

☒ SUPPORT

☐ OPPOSE

☐ NEUTRAL

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ITEM NO.: 18

NAME: AGAM REDDY DATE: _____

CITY/NEIGHBORHOOD: RIVERSIDE PHONE # (Optional): _____

ADDRESS (Optional): 1240 LAS VENTANAS 92508
Address City/State/Zip

SUBJECT: OPENING OF CRYSTAL VIEW TERRACE GATES

☒ SUPPORT ☐ OPPOSE ☐ NEUTRAL

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ITEM NO.: 10

NAME: Rhonda Soulia DATE: 12/14/10

CITY/NEIGHBORHOOD: Ward 4 PHONE # (Optional): _____

ADDRESS (Optional): 18063 Gwynn Ct Riverside 92508
Address City/State/Zip

SUBJECT: Keep Crystal View & Green Orchard gates open
☒ SUPPORT ☐ OPPOSE ☐ NEUTRAL

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ITEM NO.: 18

NAME: JOHN FORD

DATE: 12 14 10

CITY/NEIGHBORHOOD: ALLESSANDRO

HEIGHTS
PHONE # (Optional): _____

ADDRESS (Optional): _____

Address

City/State/Zip

SUBJECT: The Gates Removal

☒ SUPPORT

☐ OPPOSE

☐ NEUTRAL

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ITEM NO.: 18

NAME: MELISSA CIACCHELLA DATE: 12/14/10

CITY/NEIGHBORHOOD: RIVERSIDE / CRYSTAL VIEW TERR. PHONE # (Optional): _____

ADDRESS (Optional): 14242 CRYSTAL VIEW TER. City/State/Zip _____

SUBJECT: CRYSTAL VIEW TERRACE GATE








☒ SUPPORT ☐ OPPOSE ☒ NEUTRAL

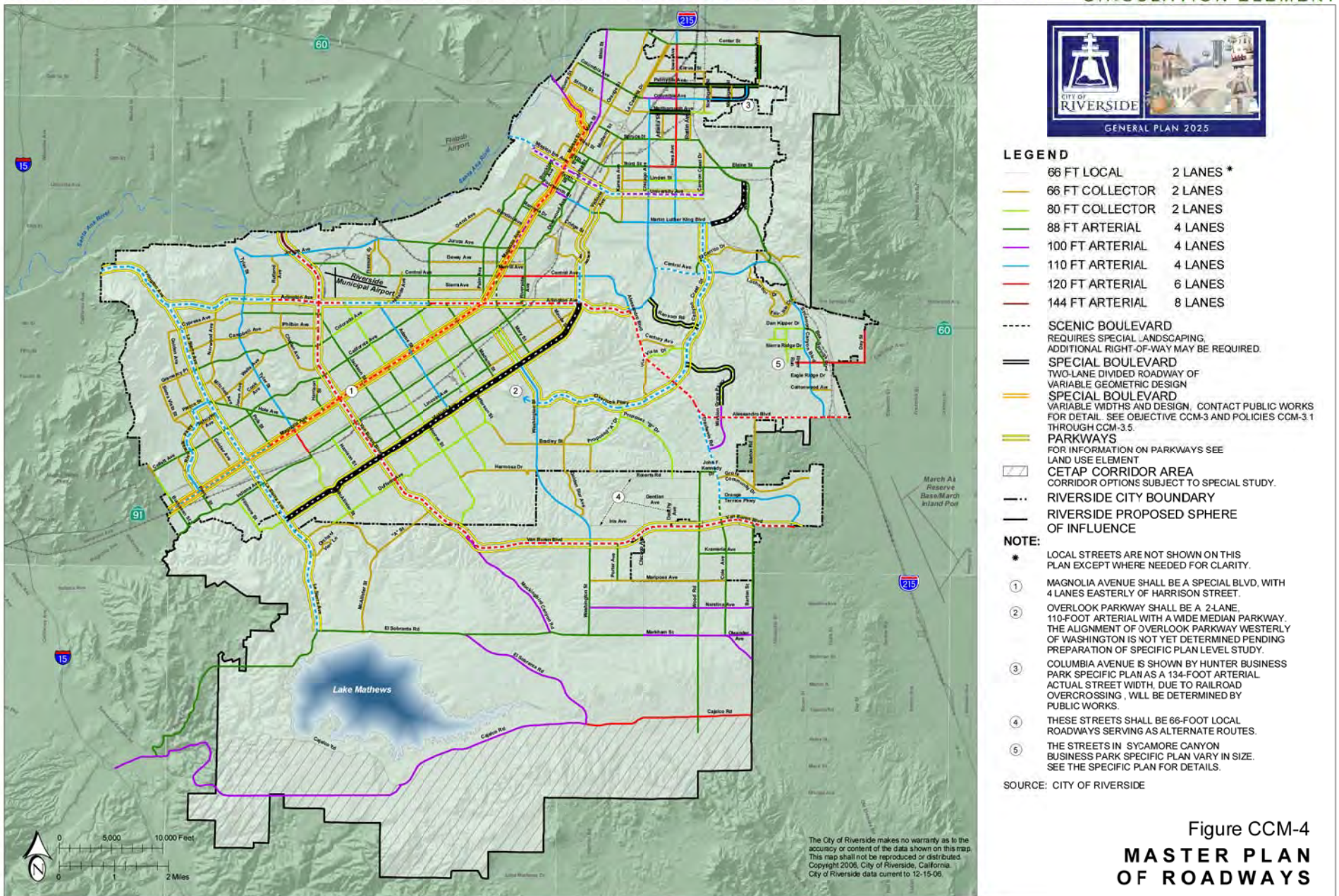
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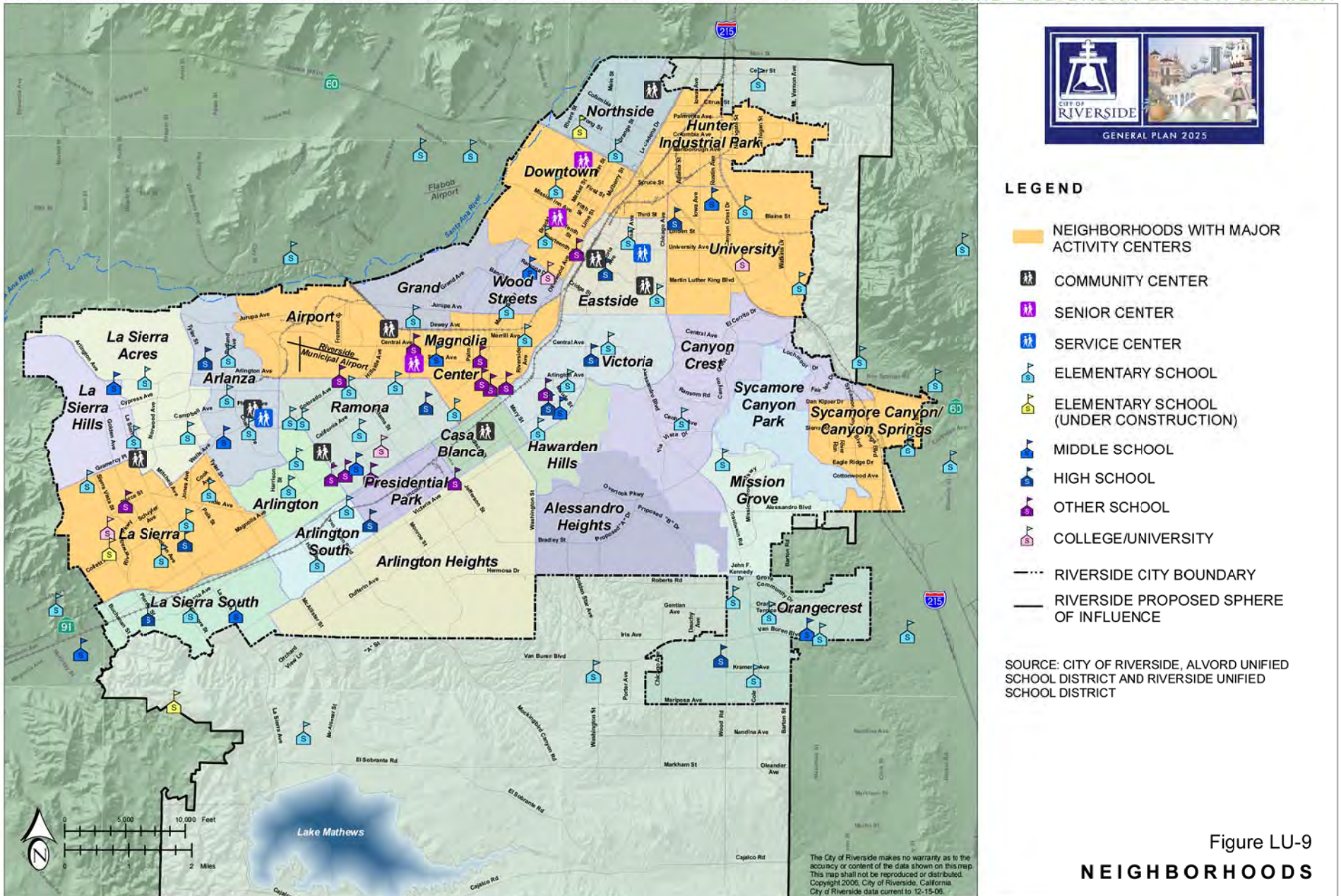
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Four Scenarios

Scenario 1	Scenario 2	Scenario 3	Scenario 4
<p>Gates Closed to through traffic</p>  	<p>Gates Removed</p>  	<p>Gates removed, Overlook Connected</p>  	<p>Gates removed, Overlook Connected, Proposed C Street</p> 
	General Plan Amendment	General Plan Amendment	General Plan Amendment




P11-0050/P12-0220, Exhibit 11 - Master Plan of Roadways



P11-0050/P12-0220, Exhibit 12 - Neighborhood Map



— — — — — PROP. ROADWAY IMPROVEMENTS 

Proposed C Street - Madison Street Extension Alternative



— — — — — PROP. ROADWAY
IMPROVEMENTS



Proposed C Street – Victoria Underpass Alternative

P11-0050/P12-0220, Exhibit 13
Proposed Roadway Improvements



PROP. ROADWAY
IMPROVEMENTS



Washington Street and Lincoln Street Improvements (No Proposed C Street)

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
<i>Agricultural Resources (Pages 3.1-1 thru 3.1-20)</i>					
Significance of Impacts	Issues 1 and 3 – Farmland Conversion No impacts to Farmlands (e.g., Prime, Unique, or Farmland of Statewide Importance) would be associated with Scenarios 1 and 2. – Section 3.1.4.2, Page 3.1-16.	Issues 1 and 3 – Farmland Conversion No impacts to Farmlands (e.g., Prime, Unique, or Farmland of Statewide Importance) would be associated with Scenarios 1 and 2. Section 3.1.4.2, Page 3.1-16.	Issues 1 and 3 – Farmland Conversion Under Scenario 3, Overlook Parkway would be completed within a designated corridor outside of any agricultural land, as established by and analyzed under the General Plan 2025, and no viable farmland would be converted. There would be no direct impacts to Farmland because there are no State mapped Prime, Unique, or Farmland of Statewide Importance lands within the PIA for Scenario 3. Section 3.1.4.2, Page 3.1-16.	Issues 1 and 3 – Farmland Conversion Under Scenario 4, Overlook Parkway would be completed within a designated corridor outside of any agricultural land, as established by the General Plan 2025, and Proposed C Street also would be constructed west of Washington Street through the Arlington Heights Greenbelt. Impacts to Farmlands (e.g., Prime, Unique, or Farmland of Statewide Importance) would be less than significant because Scenario 4 would not directly or indirectly convert the surrounding agricultural operations to a non-agricultural use. Section 3.1.4.2, Page 3.1-16.	Issues 1 and 3 – Farmland Conversion No impacts would occur from implementation of off-site improvements. Section 3.1.4.2, Page 3.1-16.
	Issue 2 – Conflict with Zoning or Williamson Act No impacts would be associated with Scenarios 1 and 2. – Section 3.1.5.2, Page 3.1-19.	Issue 2 – Conflict with Zoning or Williamson Act No impacts would be associated with Scenarios 1 and 2. – Section 3.1.5.2, Page 3.1-19.	Issue 2 – Conflict with Zoning or Williamson Act Under Scenarios 3 and 4, Overlook Parkway would be completed to the east, as established by the General Plan 2025. Under Scenario 4, Proposed C Street also would be constructed, as established by the General Plan 2025. Impacts associated with a conflict with existing zoning for agricultural use; or resulting in a breach of contract, filing of a notice of non-renewal, or the application for a cancellation of a Williamson Act Contract, would be less than significant for the reasons detailed above. – Section 3.1.5.2, Page 3.1-19.	Issue 2 – Conflict with Zoning or Williamson Act Under Scenarios 3 and 4, Overlook Parkway would be completed to the east, as established by the General Plan 2025. Under Scenario 4, Proposed C Street also would be constructed, as established by the General Plan 2025. Impacts associated with a conflict with existing zoning for agricultural use; or resulting in a breach of contract, filing of a notice of non-renewal, or the application for a cancellation of a Williamson Act Contract, would be less than significant for the reasons detailed above. – Section 3.1.5.2, Page 3.1-19.	Issue 2 – Conflict with Zoning or Williamson Act No impacts would be associated with off-site improvements. – Section 3.1.5.2, Page 3.1-19.
Result of Impact Analysis	N/A	N/A	N/A	N/A	N/A
Needed Mitigation Measures	N/A	N/A	N/A	N/A	N/A
Significant Impacts That Cannot be Mitigated	N/A	N/A	N/A	N/A	N/A
<i>Air Quality – (Pages 3.2-1 – 3.2-48)</i>					
Significance of Impacts	Issue 1 – Air Quality Plan Implementation All four scenarios would be consistent with the growth projections accounted for in the AQMP. As a result, the proposed Project would not interfere with implementation of the 2007 AQMP, and no impact would result. – Section 3.2.4.2, Page 3.2-15	Issue 1 – Air Quality Plan Implementation All four scenarios would be consistent with the growth projections accounted for in the AQMP. As a result, the proposed Project would not interfere with implementation of the 2007 AQMP, and no impact would result. – Section 3.2.4.2, Page 3.2-15	Issue 1 – Air Quality Plan Implementation All four scenarios would be consistent with the growth projections accounted for in the AQMP. As a result, the proposed Project would not interfere with implementation of the 2007 AQMP, and no impact would result. – Section 3.2.4.2, Page 3.2-15	Issue 1 – Air Quality Plan Implementation All four scenarios would be consistent with the growth projections accounted for in the AQMP. As a result, the proposed Project would not interfere with implementation of the 2007 AQMP, and no impact would result. – Section 3.2.4.2, Page 3.2-15	Issue 1 – Air Quality Plan Implementation No impacts would occur from implementation of off-site improvements. – Section 3.2.4.2, Page 3.2-15
	Issue 2 & 3 – Air Quality Violations/Pollutant Emissions <i>Gates Closed Baseline Comparison</i> In the existing plus Project condition, Scenario 3 represents the lowest VMT for the network, followed by Scenario 2, Scenario 1, and Scenario 4. However, only Scenario 1 would result in an incremental increase in NO _x and CO emissions. These incremental increases would be less than the applicable thresholds for	Issue 2 & 3 – Air Quality Violations/Pollutant Emissions <i>Gates Closed Baseline Comparison</i> In the existing plus Project condition, Scenario 3 represents the lowest VMT for the network, followed by Scenario 2, Scenario 1, and Scenario 4. However, only Scenario 1 would result in an incremental increase in NO _x and CO emissions. These incremental increases would be less than the applicable thresholds for	Issue 2 & 3 – Air Quality Violations/Pollutant Emissions <i>Gates Closed Baseline Comparison</i> In the existing plus Project condition, Scenario 3 represents the lowest VMT for the network, followed by Scenario 2, Scenario 1, and Scenario 4. However, only Scenario 1 would result in an incremental increase in NO _x and CO emissions. These incremental increases would be less than the applicable thresholds for	Issue 2 & 3 – Air Quality Violations/Pollutant Emissions <i>Gates Closed Baseline Comparison</i> In the existing plus Project condition, Scenario 3 represents the lowest VMT for the network, followed by Scenario 2, Scenario 1, and Scenario 4. However, only Scenario 1 would result in an incremental increase in NO _x and CO emissions. These incremental increases would be less than the applicable thresholds for	Issue 2 & 3 – Air Quality Violations/Pollutant Emissions <i>Gates Closed Baseline Comparison</i> No potentially significant impacts would occur from implementation of off-site improvements. – Section 3.2.5.2 a, Page 3.2-28

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p>NOx and CO, and would be less than significant. Emissions of all other pollutants under each scenario would be less than or equal to the existing condition; therefore, impacts would be less than significant.</p> <p>In the buildout with Project condition, Scenario 2 represents the lowest VMT for the network, followed by Scenario 4, Scenario 3, and Scenario 1. Emissions of all pollutants under each scenario would be less than or equal to the buildout of the Gates Closed condition. Under all scenarios, impacts would be less than significant. – Section 3.2.5.2 a, Page 3.2-28</p> <p><u>Gates Open Baseline Comparison</u></p> <p>In the existing plus project condition, Scenario 3 represents the lowest VMT for the network, followed by Scenario 2, Scenario1, and Scenario 4. Scenario 1 would result in an incremental increase in ROG, NOx, CO, PM₁₀, and PM_{2.5}. However, these incremental increases would be less than the applicable thresholds, and impacts would be less than significant. Under all scenarios, impacts would be less than significant.</p> <p>In the buildout with project condition, Scenario 2 represents the lowest VMT for the network, followed by Scenario 4, Scenario 3, and Scenario 1. However, the incremental increases in pollutant emissions would be less than the applicable thresholds. Under all scenarios, impacts would be less than significant. – Section 3.2.5.2 b, Page 3.2-29</p>	<p>NOx and CO, and would be less than significant. Emissions of all other pollutants under each scenario would be less than or equal to the existing condition; therefore, impacts would be less than significant.</p> <p>In the buildout with Project condition, Scenario 2 represents the lowest VMT for the network, followed by Scenario 4, Scenario 3, and Scenario 1. Emissions of all pollutants under each scenario would be less than or equal to the buildout of the Gates Closed condition. Under all scenarios, impacts would be less than significant. – Section 3.2.5.2 a, Page 3.2-28</p> <p><u>Gates Open Baseline Comparison</u></p> <p>In the existing plus project condition, Scenario 3 represents the lowest VMT for the network, followed by Scenario 2, Scenario1, and Scenario 4. Scenario 1 would result in an incremental increase in ROG, NOx, CO, PM₁₀, and PM_{2.5}. However, these incremental increases would be less than the applicable thresholds, and impacts would be less than significant. Under all scenarios, impacts would be less than significant.</p> <p>In the buildout with project condition, Scenario 2 represents the lowest VMT for the network, followed by Scenario 4, Scenario 3, and Scenario 1. However, the incremental increases in pollutant emissions would be less than the applicable thresholds. Under all scenarios, impacts would be less than significant. – Section 3.2.5.2 b, Page 3.2-29</p>	<p>NOx and CO, and would be less than significant. Emissions of all other pollutants under each scenario would be less than or equal to the existing condition; therefore, impacts would be less than significant.</p> <p>In the buildout with Project condition, Scenario 2 represents the lowest VMT for the network, followed by Scenario 4, Scenario 3, and Scenario 1. Emissions of all pollutants under each scenario would be less than or equal to the buildout of the Gates Closed condition. Under all scenarios, impacts would be less than significant. – Section 3.2.5.2 a, Page 3.2-28</p> <p><u>Gates Open Baseline Comparison</u></p> <p>In the existing plus project condition, Scenario 3 represents the lowest VMT for the network, followed by Scenario 2, Scenario1, and Scenario 4. Scenario 1 would result in an incremental increase in ROG, NOx, CO, PM₁₀, and PM_{2.5}. However, these incremental increases would be less than the applicable thresholds, and impacts would be less than significant. Under all scenarios, impacts would be less than significant.</p> <p>In the buildout with project condition, Scenario 2 represents the lowest VMT for the network, followed by Scenario 4, Scenario 3, and Scenario 1. However, the incremental increases in pollutant emissions would be less than the applicable thresholds. Under all scenarios, impacts would be less than significant. – Section 3.2.5.2 b, Page 3.2-29</p>	<p>NOx and CO, and would be less than significant. Emissions of all other pollutants under each scenario would be less than or equal to the existing condition; therefore, impacts would be less than significant.</p> <p>In the buildout with Project condition, Scenario 2 represents the lowest VMT for the network, followed by Scenario 4, Scenario 3, and Scenario 1. Emissions of all pollutants under each scenario would be less than or equal to the buildout of the Gates Closed condition. Under all scenarios, impacts would be less than significant. – Section 3.2.5.2 a, Page 3.2-28</p> <p><u>Gates Open Baseline Comparison</u></p> <p>In the existing plus project condition, Scenario 3 represents the lowest VMT for the network, followed by Scenario 2, Scenario1, and Scenario 4. Scenario 1 would result in an incremental increase in ROG, NOx, CO, PM₁₀, and PM_{2.5}. However, these incremental increases would be less than the applicable thresholds, and impacts would be less than significant. Under all scenarios, impacts would be less than significant.</p> <p>In the buildout with project condition, Scenario 2 represents the lowest VMT for the network, followed by Scenario 4, Scenario 3, and Scenario 1. However, the incremental increases in pollutant emissions would be less than the applicable thresholds. Under all scenarios, impacts would be less than significant. – Section 3.2.5.2 b, Page 3.2-29</p>	<p><u>Gates Open Baseline Comparison</u></p> <p>No potentially significant impacts would occur from implementation of off-site improvements. – Section 3.2.5.2 b, Page 3.2-29</p>
	<p>Issue 4 – Sensitive Receptors</p> <p>As shown in Tables 3.2-9a through 3.2-9d, the modeled one-hour and calculated eight-hour CO concentrations are projected to be less than the state and federal standards. Under all scenarios, impacts from CO hot spots would be less than significant. In addition, impacts due to construction and operational diesel particulate matter would be less than significant. – Section 3.2.6.2, Page 3.2-45</p>	<p>Issue 4 – Sensitive Receptors</p> <p>As shown in Tables 3.2-9a through 3.2-9d, the modeled one-hour and calculated eight-hour CO concentrations are projected to be less than the state and federal standards. Under all scenarios, impacts from CO hot spots would be less than significant. In addition, impacts due to construction and operational diesel particulate matter would be less than significant. – Section 3.2.6.2, Page 3.2-45</p>	<p>Issue 4 – Sensitive Receptors</p> <p>As shown in Tables 3.2-9a through 3.2-9d, the modeled one-hour and calculated eight-hour CO concentrations are projected to be less than the state and federal standards. Under all scenarios, impacts from CO hot spots would be less than significant. In addition, impacts due to construction and operational diesel particulate matter would be less than significant. – Section 3.2.6.2, Page 3.2-45</p>	<p>Issue 4 – Sensitive Receptors</p> <p>As shown in Tables 3.2-9a through 3.2-9d, the modeled one-hour and calculated eight-hour CO concentrations are projected to be less than the state and federal standards. Under all scenarios, impacts from CO hot spots would be less than significant. In addition, impacts due to construction and operational diesel particulate matter would be less than significant. – Section 3.2.6.2, Page 3.2-45</p>	<p>Issue 4 – Sensitive Receptors</p> <p>No impacts would occur from implementation of off-site improvements. – Section 3.2.6.2, Page 3.2-45</p>
	<p>Issue 5 – Odors</p> <p>No objectionable odors would be generated during operation of all four scenarios. Given mandatory compliance with SCAQMD rules, no construction activities or materials proposed under Scenarios 3 and 4 would create a significant level of objectionable odors. As such, potential impacts during short-term</p>	<p>Issue 5 – Odors</p> <p>No objectionable odors would be generated during operation of all four scenarios. Given mandatory compliance with SCAQMD rules, no construction activities or materials proposed under Scenarios 3 and 4 would create a significant level of objectionable odors. As such, potential impacts during short-term</p>	<p>Issue 5 – Odors</p> <p>No objectionable odors would be generated during operation of all four scenarios. Given mandatory compliance with SCAQMD rules, no construction activities or materials proposed under Scenarios 3 and 4 would create a significant level of objectionable odors. As such, potential impacts during short-term</p>	<p>Issue 5 – Odors</p> <p>No objectionable odors would be generated during operation of all four scenarios. Given mandatory compliance with SCAQMD rules, no construction activities or materials proposed under Scenarios 3 and 4 would create a significant level of objectionable odors. As such, potential impacts during short-term</p>	<p>Issue 5 – Odors</p> <p>No impacts would be associated with off-site improvements. – Section 3.2.7.2, Page 3.2-47</p>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	construction would be less than significant . – Section 3.2.7.2, Page 3.2-47	construction would be less than significant . – Section 3.2.7.2, Page 3.2-47	construction would be less than significant . – Section 3.2.7.2, Page 3.2-47	construction would be less than significant . – Section 3.2.7.2, Page 3.2-47	
Result of Impact Analysis	N/A	N/A	N/A	N/A	N/A
Needed Mitigation Measures	N/A	N/A	N/A	N/A	N/A
Significant Impacts That Cannot be Mitigated	N/A	N/A	N/A	N/A	N/A
<i>Biological Resources – (Pages 3.3-1 – 3.3-68)</i>					
Significance of Impacts	<i>Issue 1 – Special Status Species</i> No construction or ground-disturbing activities would occur under Scenarios 1 or 2; therefore, no impact would occur. – Section 3.3.4.2, Page 3.3-44	<i>Issue 1 – Special Status Species</i> No construction or ground-disturbing activities would occur under Scenarios 1 or 2; therefore, no impact would occur. – Section 3.3.4.2, Page 3.3-44	<i>Issue 1 – Special Status Species</i> Scenarios 3 and 4 have the potential to impact coastal California gnatcatcher and least Bell’s vireo. In addition, Scenario 4 has the potential to impact Lincoln’s sparrow. Impacts to nesting migratory birds and raptors under both scenarios would be significant (MM-BIO-1), and thus require mitigation . Impacts associated with the urbanization and development of a project site are addressed through consistency with the MSHCP. If a project can be found to be consistent with the MSHCP, since it is not intended to be part of the MSHCP Reserve (i.e., not located in a Criteria Cell), and complies with the survey requirements of the MSHCP, any biological impacts that could occur as a result of the development of the site are mitigated through the MSHCP. Therefore, potential impacts to graceful tarplant and Belding’s orange-throated whiptail from Scenarios 3 are addressed through compliance with the MSHCP, and impacts would be less than significant . – Section 3.3.4.2, Page 3.3-44	<i>Issue 1 – Special Status Species</i> Scenarios 3 and 4 have the potential to impact coastal California gnatcatcher and least Bell’s vireo. In addition, Scenario 4 has the potential to impact Lincoln’s sparrow. Impacts to nesting migratory birds and raptors under both scenarios would be significant (MM-BIO-1), and thus require mitigation . Impacts associated with the urbanization and development of a project site are addressed through consistency with the MSHCP. If a project can be found to be consistent with the MSHCP, since it is not intended to be part of the MSHCP Reserve (i.e., not located in a Criteria Cell), and complies with the survey requirements of the MSHCP, any biological impacts that could occur as a result of the development of the site are mitigated through the MSHCP. Therefore, potential impacts to graceful tarplant and Belding’s orange-throated whiptail from Scenarios 3 are addressed through compliance with the MSHCP, and impacts would be less than significant . – Section 3.3.4.2, Page 3.3-44	<i>Issue 1 – Special Status Species</i> No impacts would occur from implementation of off-site improvements. – Section 3.3.4.2, Page 3.3-44
	<i>Issue 2 – Riparian/Wetland Communities</i> No major construction or ground-disturbing activities would occur under Scenarios 1 and 2; thus, no impact to a wetland, riparian, or special status community would occur. – Section 3.3.5.2, Page 3.3-58	<i>Issue 2 – Riparian/Wetland Communities</i> No major construction or ground-disturbing activities would occur under Scenarios 1 and 2; thus, no impact to a wetland, riparian, or special status community would occur. – Section 3.3.5.2, Page 3.3-58	<i>Issue 2 – Riparian/Wetland Communities</i> The construction and subsequent operation of a fill crossing and a roadway bridge for Scenarios 3 and 4 would temporarily and permanently impact southern willow scrub and jurisdictional resources. Temporary and permanent impacts to southern willow scrub and jurisdictional waters would be significant and require mitigation (MM-BIO-2) . – Section 3.3.5.2, Page 3.3-58	<i>Issue 2 – Riparian/Wetland Communities</i> The construction and subsequent operation of a fill crossing and a roadway bridge for Scenarios 3 and 4 would temporarily and permanently impact southern willow scrub and jurisdictional resources. Temporary and permanent impacts to southern willow scrub and jurisdictional waters would be significant and require mitigation (MM-BIO-2) . – Section 3.3.5.2, Page 3.3-58	<i>Issue 2 – Riparian/Wetland Communities</i> No impacts would be associated with off-site improvements. – Section 3.3.5.2, Page 3.3-58
	<i>Issue 3 – Wildlife Corridors</i> Maintaining or removing the gates under Scenarios 1 and 2 would not occur in designated wildlife corridors, and would therefore not interfere substantially with wildlife corridors. No impact would occur. – Section 3.3.6.2, Pages 3.3-61 – 3.3-62	<i>Issue 3 – Wildlife Corridors</i> Maintaining or removing the gates under Scenarios 1 and 2 would not occur in designated wildlife corridors, and would therefore not interfere substantially with wildlife corridors. No impact would occur. – Section 3.3.6.2, Pages 3.3-61 – 3.3-62	<i>Issue 3 – Wildlife Corridors</i> The connection of Overlook Parkway associated with Scenarios 3 and 4 is proposed in an area surrounded by residential development, outside of a designated wildlife corridor. While smaller mammals and other wildlife that typically use the Alessandro Arroyo may temporarily cease to use this corridor during construction, there would be no significant, permanent impacts to this	<i>Issue 3 – Wildlife Corridors</i> The connection of Overlook Parkway associated with Scenarios 3 and 4 is proposed in an area surrounded by residential development, outside of a designated wildlife corridor. While smaller mammals and other wildlife that typically use the Alessandro Arroyo may temporarily cease to use this corridor during construction, there would be no significant, permanent impacts to this	<i>Issue 3 – Wildlife Corridors</i> No impacts would occur from implementation of off-site improvements. – Section 3.3.6.2, Pages 3.3-61 – 3.3-62

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
			wildlife movement corridor. – Section 3.3.6.2, Pages 3.3-61 – 3.3-62	wildlife movement corridor. The Proposed C Street under Scenario 4 only would also not be located in a wildlife movement corridor due to the level of development and lack of open natural space and related features such as drainages. Impacts from the road construction would also be less than significant. – Section 3.3.6.2, Pages 3.3-61 – 3.3-62	
	Issue 4 – Local Policies and Ordinances Scenarios 1 and 2 would not conflict with the Urban Forestry Policy Manual, as no trees would be removed or planted under this scenario. Impacts would be less than significant. – Section 3.3.7.2, Page 3.3-64	Issue 4 – Local Policies and Ordinances Scenarios 1 and 2 would not conflict with the Urban Forestry Policy Manual, as no trees would be removed or planted under this scenario. Impacts would be less than significant. – Section 3.3.7.2, Page 3.3-64	Issue 4 – Local Policies and Ordinances For Scenarios 3 and 4, trees planted in the median of the fill crossing would be similar to the trees already planted in the completed section of Overlook Parkway east of the fill crossing, to ensure aesthetical continuity. Because the bridge has been designed to minimize impacts to the arroyo, there would not be a median, and thus no street trees would be planted on the bridge. Impacts would be less than significant. – Section 3.3.7.2, Page 3.3-64	Issue 4 – Local Policies and Ordinances For Scenarios 3 and 4, trees planted in the median of the fill crossing would be similar to the trees already planted in the completed section of Overlook Parkway east of the fill crossing, to ensure aesthetical continuity. Because the bridge has been designed to minimize impacts to the arroyo, there would not be a median, and thus no street trees would be planted on the bridge. Impacts would be less than significant. Conformance to the guidelines for street trees in the Master Urban Forest Plan Guidelines would ensure that any new tree species for the Proposed C Street would blend with the surrounding area. During implementation of Scenario 4, the Department of Public Works is required to comply to all specifications detailed in the guidelines to manage this process and protect existing trees to ensure that impacts would be less than significant. – Section 3.3.7.2, Page 3.3-64	Issue 4 – Local Policies and Ordinances No impacts would occur from implementation of off-site improvements. – Section 3.3.7.2, Page 3.3-64
	Issue 5 – Conservation Plans Scenarios 1 and 2 would have no impact on biological resources and would not conflict with the provisions of the MSHCP or Stephens’ Kangaroo Rat HCP. No impact would occur. – Section 3.3.8.2, Pages 3.3-66 – 3.3-67	Issue 5 – Conservation Plans Scenarios 1 and 2 would have no impact on biological resources and would not conflict with the provisions of the MSHCP or Stephens’ Kangaroo Rat HCP. No impact would occur. – Section 3.3.8.2, Pages 3.3-66 – 3.3-67	Issue 5 – Conservation Plans Scenarios 3 and 4 would implement all requirements detailed by the MSHCP, including the payment of fees. These scenarios would also comply with the Stephen’s Kangaroo Rat HCP. Because there would not be a conflict with any approved conservation plan, impacts would be less than significant. – Section 3.3.8.2, Pages 3.3-66 – 3.3-67	Issue 5 – Conservation Plans Scenarios 3 and 4 would implement all requirements detailed by the MSHCP, including the payment of fees. These scenarios would also comply with the Stephen’s Kangaroo Rat HCP. Because there would not be a conflict with any approved conservation plan, impacts would be less than significant. – Section 3.3.8.2, Pages 3.3-66 – 3.3-67	Issue 5 – Conservation Plans No impacts would occur from implementation of off-site improvements. – Section 3.3.8.2, Pages 3.3-66 – 3.3-67
Results of Impact Analysis	Issue 1 – Special Status Species N/A	Issue 1 – Special Status Species N/A	Issue 1 – Special Status Species S3-BIO-1: Construction which includes grubbing and grading may result in the take of migratory bird species if construction is conducted during the breeding season of most bird species. Based on the presence of suitable habitat for coastal California gnatcatcher and least Bell’s vireo and the potential for raptors to nest, impacts to migratory birds and raptors would be significant. – Table S-1, Page S-20	Issue 1 – Special Status Species S4-BIO-1: Construction which includes grubbing and grading may result in the take of migratory bird species if construction is conducted during the breeding season of most bird species. Based on the presence of suitable habitat for coastal California gnatcatcher, least Bell’s vireo, and Lincoln’s sparrow and the potential for raptors to nest, impacts to migratory birds and raptors would be significant. Table S-1, Page S-33	Issue 1 – Special Status Species N/A

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<i>Issue 2 – Riparian/Wetland Communities</i> N/A <i>Issue 3 – Wildlife Corridors</i> N/A <i>Issue 4 – Local Policies and Ordinances</i> N/A	<i>Issue 2 – Riparian/Wetland Communities</i> N/A <i>Issue 3 – Wildlife Corridors</i> N/A <i>Issue 4 – Local Policies and Ordinances</i> N/A	<i>Issue 2 – Riparian/Wetland Communities</i> S3-BIO-2: The construction and subsequent operation of a fill crossing and a roadway bridge would temporarily and permanently impact southern willow scrub and jurisdictional resources. – Table S-1, Page S-21 <i>Issue 3 – Wildlife Corridors</i> N/A <i>Issue 4 – Local Policies and Ordinances</i> N/A <i>Issue 5 – Conservation Plans</i> N/A	<i>Issue 2 – Riparian/Wetland Communities</i> S4-BIO-2: The construction and subsequent operation of a fill crossing and a roadway bridge would temporarily and permanently impact southern willow scrub and jurisdictional resources. – Table S-1, Page S-34 <i>Issue 3 – Wildlife Corridors</i> N/A <i>Issue 4 – Local Policies and Ordinances</i> N/A <i>Issue 5 – Conservation Plans</i> N/A	<i>Issue 2 – Riparian/Wetland Communities</i> N/A <i>Issue 3 – Wildlife Corridors</i> N/A <i>Issue 4 – Local Policies and Ordinances</i> N/A <i>Issue 5 – Conservation Plans</i> N/A
Needed Mitigation Measures	<i>Issue 1 – Special Status Species</i> N/A	<i>Issue 1 – Special Status Species</i> N/A	<i>Issue 1 – Special Status Species</i> MM-BIO-1: In accordance with the MBTA, CDFG Code 3503, and the MSHCP, no direct impacts shall occur to any nesting birds, their eggs, chicks, or nests during their breeding seasons (including coastal California gnatcatcher, least Bell’s vireo, raptors, and other migratory birds). Construction shall be conducted outside the breeding season of February 1 – September 15. If construction activities must occur during the combined bird-breeding season, the following steps shall apply: Prior to the issuance of a grading permit, a qualified biologist shall conduct a pre-construction clearance survey for nesting birds in suitable nesting habitat within the proposed area of impact. Pre-construction nesting surveys will identify any active migratory birds (and other sensitive non-migratory birds) nests. Although there is no formal established protocol for nest avoidance, avoidance buffers of 500 feet for raptors/owls, and 100 to 300 feet for songbirds, shall be established, with exact distances for each site to be determined by a qualified biologist. However, avoidance buffers for ground nesting raptor species shall be larger than 500 feet. The construction setback for one species, northern harrier (<i>Circus cyaneus hudsonius</i>), shall include the conservation of habitat within an 820-foot (250-meter) radius around any active nest site locations. If bird nests are present, appropriate construction limits setback shall be maintained until the young are completely independent of the nest. With the implementation of this mitigation measure, direct impacts to any active migratory bird nest would be avoided. – Table S-1, Page S-20	<i>Issue 1 – Special Status Species</i> MM-BIO-1: In accordance with the MBTA, CDFG Code 3503, and the MSHCP, no direct impacts shall occur to any nesting birds, their eggs, chicks, or nests during their breeding seasons (including coastal California gnatcatcher, least Bell’s vireo, raptors, and other migratory birds). Construction shall be conducted outside the breeding season of February 1 – September 15. If construction activities must occur during the combined bird-breeding season, the following steps shall apply: Prior to the issuance of a grading permit, a qualified biologist shall conduct a pre-construction clearance survey for nesting birds in suitable nesting habitat within the proposed area of impact. Pre-construction nesting surveys will identify any active migratory birds (and other sensitive non-migratory birds) nests. Although there is no formal established protocol for nest avoidance, avoidance buffers of 500 feet for raptors/owls, and 100 to 300 feet for songbirds, shall be established, with exact distances for each site to be determined by a qualified biologist. However, avoidance buffers for ground nesting raptor species shall be larger than 500 feet. The construction setback for one species, northern harrier (<i>Circus cyaneus hudsonius</i>), shall include the conservation of habitat within an 820-foot (250-meter) radius around any active nest site locations. If bird nests are present, appropriate construction limits setback shall be maintained until the young are completely independent of the nest. With the implementation of this mitigation measure, direct impacts to any active migratory bird nest would be avoided. – Table S-1, Page S-33	<i>Issue 1 – Special Status Species</i> N/A

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<i>Issue 2 – Riparian/Wetland Communities</i> N/A	<i>Issue 2 – Riparian/Wetland Communities</i> N/A	<i>Issue 2 – Riparian/Wetland Communities</i> MM-BIO-2: Mitigation requirements for the impacts to disturbance and removal of southern willow scrub—a riparian habitat also considered suitable for least Bell’s vireo—and jurisdictional resources are summarized in Table 3.3-6. Authorized impacts to jurisdictional resources would require mitigation in the form of habitat creation, enhancement, or restoration or the purchase of off-site mitigation credits to achieve a no-net-loss of jurisdictional resources, as determined by a qualified restoration specialist in consultation with the regulatory agencies. All mitigation listed below for state and federal waters is subject to the approval of the regulatory agencies during the permitting process. To reduce impacts to southern willow scrub and jurisdictional resources to less than significant, the City shall provide 1.48 acres of wetland creation and restoration/enhancement of existing disturbed wetlands for impacts to ACOE and CDFG jurisdictional resources (see Table 3.3-6). Temporary impacts to southern willow scrub and jurisdictional waters shall be mitigated on-site through restoration of the areas disturbed during construction at a 1:1 ratio. Permanent impacts to southern willow scrub and jurisdictional waters require mitigation as a 2:1 ratio through one of the following. 1. Creation of additional wetlands (e.g., southern willow scrub) and enhancement of existing wetlands containing southern willow scrub shall be implemented to meet the 2:1 mitigation ratio for the permanent impacts to southern willow scrub wetlands. Creation and enhancement activities shall occur at a suitable location and restoration/enhancement of existing wetlands within the Alessandro Arroyo. A Wetland Mitigation Plan shall be prepared which identifies the location of creation/restoration and enhancement areas, methods involved to implement the mitigation effort, and maintenance and monitoring program which is required to	<i>Issue 2 – Riparian/Wetland Communities</i> MM-BIO-2: Mitigation requirements for the impacts to disturbance and removal of southern willow scrub—a riparian habitat also considered suitable for least Bell’s vireo—and jurisdictional resources are summarized in Table 3.3-6. Authorized impacts to jurisdictional resources would require mitigation in the form of habitat creation, enhancement, or restoration or the purchase of off-site mitigation credits to achieve a no-net-loss of jurisdictional resources, as determined by a qualified restoration specialist in consultation with the regulatory agencies. All mitigation listed below for state and federal waters is subject to the approval of the regulatory agencies during the permitting process. To reduce impacts to southern willow scrub and jurisdictional resources to less than significant, the City shall provide 1.48 acres of wetland creation and restoration/enhancement of existing disturbed wetlands for impacts to ACOE and CDFG jurisdictional resources (see Table 3.3-6). Temporary impacts to southern willow scrub and jurisdictional waters shall be mitigated on-site through restoration of the areas disturbed during construction at a 1:1 ratio. Permanent impacts to southern willow scrub and jurisdictional waters require mitigation as a 2:1 ratio through one of the following. 1. Creation of additional wetlands (e.g., southern willow scrub) and enhancement of existing wetlands containing southern willow scrub shall be implemented to meet the 2:1 mitigation ratio for the permanent impacts to southern willow scrub wetlands. Creation and enhancement activities shall occur at a suitable location and restoration/enhancement of existing wetlands within the Alessandro Arroyo. A Wetland Mitigation Plan shall be prepared which identifies the location of creation/restoration and enhancement areas, methods involved to implement the mitigation effort, and maintenance and monitoring program which is required to ensure the success of the mitigation.	<i>Issue 2 – Riparian/Wetland Communities</i> N/A

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
			ensure the success of the mitigation. Provide compensation through the purchase of credits from an established wetland mitigation site within the same watershed, if available, for impacts that cannot be mitigated on-site. – Table S-1, Page S-21	2. Provide compensation through the purchase of credits from an established wetland mitigation site within the same watershed, if available, for impacts that cannot be mitigated on-site. – Table S-1, Pages S-34 – S-35	
Significant Impacts That Cannot be Mitigated	N/A	N/A	N/A	N/A	N/A
Cultural/Historical Resources – Pages 3.4-1 – 3.4-30					
Significance of Impacts	Issue 1 – Historical Resources Because maintaining the gates would not require construction, no significant impacts to historical resources would occur under Scenarios 1, 2 and 3. – Section 3.4.4.2, Pages 3.4-19 – 3.4-20	Issue 1 – Historical Resources Because maintaining the gates would not require construction, no significant impacts to historical resources would occur under Scenarios 1, 2 and 3. – Section 3.4.4.2, Pages 3.4-19 – 3.4-20	Because maintaining the gates would not require construction, no significant impacts to historical resources would occur under Scenarios 1, 2 and 3. This change is being made in the Finale EIR Errata. The connection of Overlook Parkway east to Alessandro Boulevard would not result in significant impacts related to historic resources. – Section 3.4.4.2, Pages 3.4-19 – 3.4-20	Issue 1 – Historical Resources The connection of Overlook Parkway east to Alessandro Boulevard would not result in significant impacts related to historic resources. Also, impacts to the Gage Canal under Scenario 4 would be less than significant . However, construction of the Proposed C Street at the intersection of Victoria Avenue and Madison Street under Scenario 4 would be significant (MM-CUL-1) . – Section 3.4.4.2, Pages 3.4-19 – 3.4-20	Issue 1 – Historical Resources Because the off-site improvements propose upgrades and alterations to intersections along Victoria Avenue, which is considered a historic resource, off-site impacts would also be significant . Design steps are required to reduce the impact. Therefore, the Mitigation Measure (MM-CUL-1) would also apply. – Section 3.4.4.2, Pages 3.4-19 – 3.4-20
	Issue 2 – Archaeological Resources No impacts to archaeological resources would occur under either Scenarios 1 or 2. – Section 3.4.5.2, Page 3.4-23	Issue 2 – Archaeological Resources No impacts to archaeological resources would occur under either Scenarios 1 or 2. – Section 3.4.5.2, Page 3.4-23	Issue 2 – Archaeological Resources Under Scenario 3, potential significant impacts to subsurface prehistoric or historic deposits that may be present and could be uncovered during construction activities associated with the connection of Overlook Parkway (MM-CUL-1) were identified. – Section 3.4.5.2, Page 3.4-23	Issue 2 – Archaeological Resources Under Scenario 4, impacts to subsurface prehistoric or historic deposits that may be present and could be uncovered during construction activities associated with the connection of Overlook Parkway are similarly potentially significant (MM-CUL-2) . In addition, construction of the Proposed C Street could potentially impact additional unknown archaeological resources (MM-CUL-3) . – Section 3.4.5.2, Page 3.4-23	Issue 2 – Archaeological Resources There would be no significant impacts to archaeological resources from off-site improvements. – Section 3.4.5.2, Page 3.4-23
	Issue 3 – Paleontological Resources No impacts to paleontological resources would occur under Scenarios 1 or 2. – Section 3.4.6.2, Page 3.4-27	Issue 3 – Paleontological Resources No impacts to paleontological resources would occur under Scenarios 1 or 2. – Section 3.4.6.2, Page 3.4-27	Issue 3 – Paleontological Resources Because all construction would occur in low sensitivity potential areas for paleontological resources impacts to paleontological resources under Scenario 3 would be less than significant . – Section 3.4.6.2, Page 3.4-27	Issue 3 – Paleontological Resources Because of the high sensitivity potential areas for paleontological resources within the area in and around the Proposed C Street, Project grading under Scenario 4 could potentially destroy fossil remains, resulting in a significant impact to paleontological resources (MM-CUL-4) . – Section 3.4.6.2, Page 3.4-27	Issue 3 – Paleontological Resources No impacts to paleontological resources would occur under as a result of off-site improvements. – Section 3.4.6.2, Page 3.4-27
	Issue 4 – Religious/Sacred Uses and Human Remains No impacts would be associated with Scenarios 1 and 2. – Section 3.4.7.2, Page 3.4-30	Issue 4 – Religious/Sacred Uses and Human Remains No impacts would be associated with Scenarios 1 and 2. – Section 3.4.7.2, Page 3.4-30	Issue 4 – Religious/Sacred Uses and Human Remains In the unlikely event of the discovery of human remains during construction of the proposed components under Scenarios 3 and 4, the City will be required to conform with the procedures set forth in the California Public Resources Code (Section 5097.98) and State Health and Safety Code (Section 7050.5), and impacts would be less than significant . –	Issue 4 – Religious/Sacred Uses and Human Remains In the unlikely event of the discovery of human remains during construction of the proposed components under Scenarios 3 and 4, the City will be required to conform with the procedures set forth in the California Public Resources Code (Section 5097.98) and State Health and Safety Code (Section 7050.5), and impacts would be less than significant . –	Issue 4 – Religious/Sacred Uses and Human Remains No impacts would be associated with off-site improvements. – Section 3.4.7.2, Page 3.4-30

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
			Section 3.4.7.2, Page 3.4-30	Section 3.4.7.2, Page 3.4-30	
Results of Impact Analysis	<i>Issue 1 – Historical Resources</i> N/A	<i>Issue 1 – Historical Resources</i> N/A	<i>Issue 1 – Historical Resources</i> N/A	<i>Issue 1 – Historical Resources</i> S4-CUL-1: Construction of the Proposed C Street at the intersection of Victoria Avenue and Madison Street under Scenario 4 would result in a substantial adverse to change to Victoria Avenue. Impacts to historical resources would be significant . – Table S-1, Pages S-35 – S-36	<i>Issue 1 – Historical Resources</i> The off-site improvements, such as signaling intersections or adding turn lanes, are needed at key intersections to accommodate flows and mitigate Level of Service (LOS) impacts for all four scenarios. Proposed mitigation measures include alterations to intersections along Victoria Avenue, including: Washington Street at Victoria Avenue, Madison Street/Proposed C Street at Victoria Avenue, and Arlington Avenue at Victoria Avenue. Improvements such as the installation of traffic signals, crosswalks in the median, and additional pavement on the shoulder as a result of lane widening constitute a substantial adverse change to Victoria Avenue and would be considered significant. However, whether to implement off-site improvements is under the discretion of the decision-making body, and those improvements are not part of the Project proposed by any of the scenarios. – Table S-1, Pages S-50 – S-51
	<i>Issue 2 – Archaeological Resources</i> N/A	<i>Issue 2 – Archaeological Resources</i> N/A	<i>Issue 2 – Archaeological Resources</i> S3-CUL-1: Project components proposed in the Alessandro Arroyo would occur in areas of alluvial deposition, and there is the potential for buried cultural resources that cannot be identified at the survey level. The potential for buried cultural resources is lower in the alignment for the fill crossing of Overlook Parkway to the east; however, the potential for resources still exists. Since there is the possibility of subsurface prehistoric or historic deposits to be present that could be uncovered during construction activities, a potentially significant impact to subsurface archaeological resources could result from the development of Scenario 3. – Table S-1, Pages S-22 – S-23	<i>Issue 2 – Archaeological Resources</i> S4-CUL-2: Under Scenario 4, impacts to subsurface prehistoric or historic deposits that may be present and could be uncovered during construction activities associated with the connection of Overlook Parkway are similarly potentially significant . – Table S-1, Pages S-36 – S-38	<i>Issue 2 – Archaeological Resources</i> N/A
	<i>Issue 2 – Archaeological Resources</i> N/A	<i>Issue 2 – Archaeological Resources</i> N/A	<i>Issue 2 – Archaeological Resources</i> N/A	<i>Issue 2 – Archaeological Resources</i> S4-CUL-3: Construction of the Proposed C Street could potentially impact additional unknown archaeological resources. – Table S-1, Pages S-38 – S-39	<i>Issue 2 – Archaeological Resources</i> N/A
	<i>Issue 3 – Paleontological Resources</i> N/A	<i>Issue 3 – Paleontological Resources</i> N/A	<i>Issue 3 – Paleontological Resources</i> N/A	<i>Issue 3 – Paleontological Resources</i> S4-CUL-4: Because of the high sensitivity potential areas for paleontological resources, Project grading under Scenario 4 could potentially destroy fossil remains, resulting in a significant impact to paleontological resources. – Tale S-1, Pages S-39 – S-41	<i>Issue 3 – Paleontological Resources</i> N/A

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<i>Issue 4 – Religious/Sacred Uses and Human Remains</i> N/A	<i>Issue 4 – Religious/Sacred Uses and Human Remains</i> N/A	<i>Issue 4 – Religious/Sacred Uses and Human Remains</i> N/A	<i>Issue 4 – Religious/Sacred Uses and Human Remains</i> N/A	<i>Issue 4 – Religious/Sacred Uses and Human Remains</i> N/A
Needed Mitigation Measures	<i>Issue 1 – Historical Resources</i> N/A	<i>Issue 1 – Historical Resources</i> N/A	<i>Issue 1 – Historical Resources</i> N/A	<i>Issue 1 – Historical Resources</i> The preferred method to reduce the level of adverse change to below a level of significant effect to Victoria Avenue for Scenario 4 would be to design the Project so that no alterations were made to the existing intersection. If changes to the existing intersection of Victoria Avenue and Madison Street cannot be avoided, design steps could be implemented that would reduce the impact as follows: MM-CUL-1: To reduce impacts related to traffic improvements at intersections along Victoria Avenue, the following design measures shall be implemented: <ul style="list-style-type: none">• Traffic lights shall be low profile signals or signals suspended on wires.• New curbs shall be designed as low as possible and constructed of asphalt.• Curbs shall match the small section of rolled asphalt curb that exists on Victoria and extend away from the actual intersection for as short a distance as feasible.• Plants within areas that would be either permanently or temporarily impacted by the intersection changes along Victoria Avenue shall be salvaged prior to commencement of construction activities and used for landscaping after construction is finished. Plantings in disturbed areas shall replicate the pre-disturbance design as far as species type, maturity/height, and grouping of plants, including mature Mexican fan palms and ragged robin roses. Specifically, the ragged robin roses planted in the median and on the southeast corner of the Victoria Avenue/Madison Street intersection shall be salvaged and replanted in the median, moving some of the other plants back to reproduce the original dimensions and density of the pre-construction condition. Where salvaging of plants is impractical, new plants of the same species and size shall be replanted. – Table S-1, Pages S-35 – S-36	<i>Issue 1 – Historical Resources</i> The preferred method to reduce the level of adverse change to below a level of significant effect to Victoria Avenue for Scenario 4 would be to design the Project so that no alterations were made to the existing intersection. If changes to the existing intersection of Victoria Avenue and Madison Street cannot be avoided, design steps could be implemented that would reduce the impact as follows: MM-CUL-1: To reduce impacts related to traffic improvements at intersections along Victoria Avenue, the following design measures shall be implemented: <ul style="list-style-type: none">• Traffic lights shall be low profile signals or signals suspended on wires.• New curbs shall be designed as low as possible and constructed of asphalt.• Curbs shall match the small section of rolled asphalt curb that exists on Victoria and extend away from the actual intersection for as short a distance as feasible.• Plants within areas that would be either permanently or temporarily impacted by the intersection changes along Victoria Avenue shall be salvaged prior to commencement of construction activities and used for landscaping after construction is finished. Plantings in disturbed areas shall replicate the pre-disturbance design as far as species type, maturity/height, and grouping of plants, including mature Mexican fan palms and ragged robin roses. Specifically, the ragged robin roses planted in the median and on the southeast corner of the Victoria Avenue/Madison Street intersection shall be salvaged and replanted in the median, moving some of the other plants back to reproduce the original dimensions and density of the pre-construction condition. Where salvaging of plants is impractical, new plants of the same species and size shall be replanted. – Table S-1, Pages S-50 – S-51
	<i>Issue 2 – Archaeological Resources</i>	<i>Issue 2 – Archaeological Resources</i>	<i>Issue 2 – Archaeological Resources</i>	<i>Issue 2 – Archaeological Resources</i>	<i>Issue 2 – Archaeological Resources</i>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	N/A	N/A	<p>MM-CUL-2: To reduce impacts to archaeological resources during grading and other ground disturbing activities of previously undisturbed deposits, monitoring by a qualified archaeologist and Native American representative shall occur for the construction of Overlook Parkway and the Proposed C Street, including within the Alessandro Arroyo. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections shall be determined by the Project Archaeologist in consultation with the Native American Monitor. Monitoring of cutting of previously disturbed deposits shall be determined by the Project Archaeologist.</p> <p>If previously unknown subsurface resources are found during grading, the Project Archaeologist, in consultation with the Native American monitor, shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. At the time of discovery, the City shall be notified and measures shall be implemented to insure any Project-related impacts are reduced to a level below significance. Construction activities shall be allowed to resume in the affected area only after the City has concurred with the evaluation. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the Project Archaeologist and approved by the City, then carried out using professional archaeological methods.</p> <p>The Project Archaeologist shall submit monthly status reports to the City Public Works Department starting from the date of the Notice to Proceed to termination of implementation of the grading monitoring program. The reports shall briefly summarize all activities during the period and the status of progress on overall plan implementation. Upon completion of the implementation phase, a final report shall be submitted describing the plan compliance procedures and site conditions before and after construction.</p> <p>Upon completion of the Project, if no</p>	<p>MM-CUL-2: To reduce impacts to archaeological resources during grading and other ground disturbing activities of previously undisturbed deposits, monitoring by a qualified archaeologist and Native American representative shall occur for the construction of Overlook Parkway and the Proposed C Street, including within the Alessandro Arroyo. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections shall be determined by the Project Archaeologist in consultation with the Native American Monitor. Monitoring of cutting of previously disturbed deposits shall be determined by the Project Archaeologist.</p> <p>If previously unknown subsurface resources are found during grading, the Project Archaeologist, in consultation with the Native American monitor, shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. At the time of discovery, the City shall be notified and measures shall be implemented to insure any Project-related impacts are reduced to a level below significance. Construction activities shall be allowed to resume in the affected area only after the City has concurred with the evaluation. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the Project Archaeologist and approved by the City, then carried out using professional archaeological methods.</p> <p>The Project Archaeologist shall submit monthly status reports to the City Public Works Department starting from the date of the Notice to Proceed to termination of implementation of the grading monitoring program. The reports shall briefly summarize all activities during the period and the status of progress on overall plan implementation. Upon completion of the implementation phase, a final report shall be submitted describing the plan compliance procedures and site conditions before and after construction.</p> <p>Upon completion of the Project, if no</p>	N/A

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<i>Issue 2 – Archaeological Resources</i> N/A	<i>Issue 2 – Archaeological Resources</i> N/A	<p>archaeological resources are encountered during grading, then a final Negative Monitoring Report shall be submitted substantiating that grading activities are completed and no cultural resources were encountered. Monitoring logs showing the date and time that the monitor was on site must be included in the Negative Monitoring Report.</p> <p>If archaeological resources were encountered during grading, the Project Archaeologist shall provide a Monitoring Report stating that the field grading monitoring activities have been completed, and that resources have been encountered. The report shall detail all cultural artifacts and deposits discovered during monitoring and the anticipated time schedule for completion of the curation phase of the monitoring. – Table S-1, Pages S-22 – S-24</p> <i>Issue 2 – Archaeological Resources</i> N/A	<p>archaeological resources are encountered during grading, then a final Negative Monitoring Report shall be submitted substantiating that grading activities are completed and no cultural resources were encountered. Monitoring logs showing the date and time that the monitor was on site must be included in the Negative Monitoring Report.</p> <p>If archaeological resources were encountered during grading, the Project Archaeologist shall provide a Monitoring Report stating that the field grading monitoring activities have been completed, and that resources have been encountered. The report shall detail all cultural artifacts and deposits discovered during monitoring and the anticipated time schedule for completion of the curation phase of the monitoring. – Table S-1, Pages S-36 – S-38</p> <i>Issue 2 – Archaeological Resources</i> MM-CUL-3: To reduce impacts to archaeological resources for the Proposed C Street, prior to commencement of grading, the unsurveyed portions of the route shall be surveyed by a qualified archaeologist to determine if cultural resources are present. The survey shall follow City of Riverside guidelines in effect at the time of the survey. If no cultural resources are found during the survey, no additional work is required prior to construction. <p>Should cultural resources be found in the Project impact area during the survey, the road alignment shall be redesigned to avoid the resource. If the Project cannot be feasibly redesigned to avoid the resource, a testing program shall be implemented under the direction of the City’s Historic Preservation Officer according to the following steps.</p> <p>1. The testing program shall be written by an archaeologist qualified by the City of Riverside as a Principal Investigator and follow current guidelines for testing of cultural resources. Testing programs shall consist of a combination of site mapping and the excavation of an appropriate number of test units and shovel test pits. The testing program shall be used to identify subsurface deposits and to define site boundaries. Testing will also determine the integrity of each resource, including presence of</p>	<i>Issue 2 – Archaeological Resources</i> N/A

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<i>Issue 3 – Paleontological Resources</i> N/A	<i>Issue 3 – Paleontological Resources</i> N/A	<i>Issue 3 – Paleontological Resources</i> N/A	<p>disturbance to the site, extent of disturbance, and if any intact subsurface deposits remain. This testing program will also determine whether the portions of the sites in the proposed Area of Potential Effect are significant historical resources under City of Riverside and CEQA criteria.</p> <p>2. If testing determines a resource is significant under City of Riverside or CEQA guidelines, a research design and data recovery program shall be required to mitigate Project related impacts to a level below that of significance. The research design/data recovery program shall be written by a City of Riverside archaeologist qualified as a Principal Investigator. The research design/data recovery program shall identify important research questions and explain procedures to be used in the excavation, analysis, and curation of recovered materials.</p> <p>Completion of this program would adequately mitigate impacts to cultural resources in the unsurveyed portions of Proposed C Street by assessing and collecting potential significant information from the resources and reduce impacts to below a level of significance. – Table S-1, Pages S-38 – S-39</p> <p>Issue 3 – Paleontological Resources MM-CUL-4: The grading contractor shall be responsible for the monitoring for paleontological resources during all grading activities. If any fossils are found, all grading activities shall be stopped and the grading contractor shall contact the City. The City shall retain a qualified Paleontological Resources Monitor that shall be on-site to monitor as determined necessary by the Qualified Paleontologist and the City. The grading monitoring program shall comply with the following requirements during grading:</p> <p>1. The Qualified Paleontological Resources Monitor shall have the authority to direct, divert, or halt any grading/excavation within 50 feet of the find until such time that the sensitivity of the resource can be determined and the appropriate salvage implemented.</p> <p>2. The Qualified Paleontological Resources Monitor shall immediately contact the City.</p>	<i>Issue 3 – Paleontological Resources</i> N/A

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
				<p>3. The Qualified Paleontologist Resources Monitor shall determine if the discovered resource is significant under the criteria set forth in CEQA Guidelines Section 15064.5. If it is not significant, the paleontologist shall document the discovery as needed and the significance determination, and grading/excavation shall resume.</p> <p>4. If the paleontological resource is significant or potentially significant and if the City determines that avoidance is not feasible, the Qualified Paleontological Resources Monitor, shall complete the following tasks in the field:</p> <p>a. An excavation plan for mitigating the effect of the Project on the qualities that make the resource important. Requirements of the plan shall include:</p> <ul style="list-style-type: none">• Salvage unearthed fossil remains, including simple excavation of exposed specimens or, if necessary, plaster-jacketing of large and/or fragile specimens or more elaborate quarry excavations of richly fossiliferous deposits;• Record stratigraphic and geologic data to provide a context for the recovered fossil remains, typically including a detailed description of all paleontological localities within the Project site, as well as the lithology of fossil-bearing strata within the measured stratigraphic section, if feasible, and photographic documentation of the geologic setting; and• Transport the collected specimens to a laboratory for processing (cleaning, curation, cataloging, etc.). <p>b. The plan shall be submitted to the City for review and approval prior to implementation. – Table S-1, Pages S-39 – S-41</p>	
	<i>Issue 4 – Religious/Sacred Uses and Human Remains</i> N/A	<i>Issue 4 – Religious/Sacred Uses and Human Remains</i> N/A	<i>Issue 4 – Religious/Sacred Uses and Human Remains</i> N/A	<i>Issue 4 – Religious/Sacred Uses and Human Remains</i> N/A	<i>Issue 4 – Religious/Sacred Uses and Human Remains</i> N/A
Significant Impacts That	<i>Issue 1 – Historical Resources</i>	<i>Issue 1 – Historical Resources</i>	<i>Issue 1 – Historical Resources</i>	<i>Issue 1 – Historical Resources</i>	<i>Issue 1 – Historical Resources</i>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
Cannot be Mitigated	N/A	N/A	N/A	Implementation of Mitigation Measure MM-CUL-1 for Scenario 4 would reduce the impact to Victoria Avenue, but not to below a level of significance. Therefore, impacts to Victoria Avenue are significant and unavoidable . Section 3.4.4.4, Page 3.4-21	Implementation of Mitigation Measure MM-CUL-1 for off-site improvements (for all scenarios) would reduce the impact to Victoria Avenue, but not to below a level of significance. Therefore, impacts to Victoria Avenue are significant and unavoidable . Section 3.4.4.4, Page 3.4-21
<i>Drainage, Hydrology, and Water Quality – Pages 3.5-1 – 3.5-26</i>					
Significance of Impacts	<i>Issue 1 – Water Quality Standards/Runoff</i> Keeping the gates in place at Crystal View Terrace and Green Orchard Place under Scenario 1 or removing them under Scenario 2 would not violate any water quality standards or create storm water runoff. No impact would occur. – Section 3.5.4.2, Page 3.5-16	<i>Issue 1 – Water Quality Standards/Runoff</i> Keeping the gates in place at Crystal View Terrace and Green Orchard Place under Scenario 1 or removing them under Scenario 2 would not violate any water quality standards or create storm water runoff. No impact would occur. – Section 3.5.4.2, Page 3.5-16	<i>Issue 1 – Water Quality Standards/Runoff</i> Conformance with the requirements of the Construction General Permit would ensure that Project activities under Scenarios 3 and 4 would not violate any water quality standards or create or contribute runoff water which would exceed the capacity of storm water drainage systems. Therefore, water quality impacts would be less than significant . – Section 3.5.4.2, Page 3.5-16	<i>Issue 1 – Water Quality Standards/Runoff</i> Conformance with the requirements of the Construction General Permit would ensure that Project activities under Scenarios 3 and 4 would not violate any water quality standards or create or contribute runoff water which would exceed the capacity of storm water drainage systems. Therefore, water quality impacts would be less than significant . – Section 3.5.4.2, Page 3.5-16	<i>Issue 1 – Water Quality Standards/Runoff</i> No impacts associated with off-site improvements would occur. – Section 3.5.4.2, Page 3.5-16
	<i>Issue 2 – Groundwater</i> As Scenarios 1 and 2 do not involve the use of any water supply, no impact would occur to groundwater resources. – Section 3.5.5.2, Page 3.5-20	<i>Issue 2 – Groundwater</i> As Scenarios 1 and 2 do not involve the use of any water supply, no impact would occur to groundwater resources. – Section 3.5.5.2, Page 3.5-20	<i>Issue 2 – Groundwater</i> Scenarios 3 and 4 involve construction of new roadways but would not require potable water sources that would deplete groundwater resources or supplies. Impacts related to groundwater from Scenarios 3 and 4 would be less than significant . – Section 3.5.5.2, Page 3.5-20	<i>Issue 2 – Groundwater</i> Scenarios 3 and 4 involve construction of new roadways but would not require potable water sources that would deplete groundwater resources or supplies. Impacts related to groundwater from Scenarios 3 and 4 would be less than significant . – Section 3.5.5.2, Page 3.5-20	<i>Issue 2 – Groundwater</i> No impacts would occur from implementation of off-site improvements. – Section 3.5.5.2, Page 3.5-20
	<i>Issue 3 – Drainage Patterns</i> The placement or removal of traffic control devices at Crystal View Terrace and Green Orchard Place under Scenarios 1 and 2 would not substantially alter the drainage patterns of the site. No impact would occur. – Section 3.5.6.2, Pages 3.5-24 – 3.5-25	<i>Issue 3 – Drainage Patterns</i> The placement or removal of traffic control devices at Crystal View Terrace and Green Orchard Place under Scenarios 1 and 2 would not substantially alter the drainage patterns of the site. No impact would occur. – Section 3.5.6.2, Pages 3.5-24 – 3.5-25	<i>Issue 3 – Drainage Patterns</i> Proposed roadways under Scenarios 3 and 4 include storm drain facilities. In the case of the Overlook Parkway fill crossing and bridge, storm drain facilities would improve the conditions for runoff where the road currently ends. This benefit would not substantially alter the existing drainage pattern, as storm water would be directed to appropriate facilities. Construction of the Proposed C Street would not cause an increase in flows during storm events, and in turn would not cause substantial erosion or flooding either on- or off-site. Compliance with water quality regulations (i.e., implementation of a SWPPP, CSMP, and operational BMPs) would ensure that erosion does not occur either on- or off-site. Consequently, development of both the fill crossing and bridge would not cause an increase in flows during storm events, and in turn would not cause substantial erosion or flooding either on or off-site. Impacts related to drainage patterns would be less than significant . – Section 3.5.6.2, Pages 3.5-24 – 3.5-25	<i>Issue 3 – Drainage Patterns</i> Proposed roadways under Scenarios 3 and 4 include storm drain facilities. In the case of the Overlook Parkway fill crossing and bridge, storm drain facilities would improve the conditions for runoff where the road currently ends. This benefit would not substantially alter the existing drainage pattern, as storm water would be directed to appropriate facilities. Construction of the Proposed C Street would not cause an increase in flows during storm events, and in turn would not cause substantial erosion or flooding either on- or off-site. Compliance with water quality regulations (i.e., implementation of a SWPPP, CSMP, and operational BMPs) would ensure that erosion does not occur either on- or off-site. Consequently, development of both the fill crossing and bridge would not cause an increase in flows during storm events, and in turn would not cause substantial erosion or flooding either on or off-site. Impacts related to drainage patterns would be less than significant . – Section 3.5.6.2, Pages 3.5-24 – 3.5-25	<i>Issue 3 – Drainage Patterns</i> No impacts would occur from implementation of off-site improvements. – Section 3.5.6.2, Pages 3.5-24 – 3.5-25
Results of Impact	N/A	N/A	N/A	N/A	N/A

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
Analysis					
Needed Mitigation Measures	N/A	N/A	N/A	N/A	N/A
Significant Impacts That Cannot be Mitigated	N/A	N/A	N/A	N/A	N/A
Energy Use and Conservation – Pages 3.6-1 – 3.6-14					
Significance of Impacts	Issue 1 – Electric Power Under all scenarios, there would be no change in the existing use of electric power. Although Scenarios 3 and 4 involve utility line improvements in new roadways, this would not result in an excessive use of power. No impact would result. – Section 3.6.4.2, Page 3.6-7	Issue 1 – Electric Power Under all scenarios, there would be no change in the existing use of electric power. Although Scenarios 3 and 4 involve utility line improvements in new roadways, this would not result in an excessive use of power. No impact would result. – Section 3.6.4.2, Page 3.6-7	Issue 1 – Electric Power Under all scenarios, there would be no change in the existing use of electric power. Although Scenarios 3 and 4 involve utility line improvements in new roadways, this would not result in an excessive use of power. No impact would result. – Section 3.6.4.2, Page 3.6-7	Issue 1 – Electric Power Under all scenarios, there would be no change in the existing use of electric power. Although Scenarios 3 and 4 involve utility line improvements in new roadways, this would not result in an excessive use of power. No impact would result. – Section 3.6.4.2, Page 3.6-7	Issue 1 – Electric Power No impacts would occur from implementation of off-site improvements. – Section 3.6.4.2, Page 3.6-7
	Issue 2 – Fuel Construction-Related Fuel Use There would be no construction under Scenario 1 and 2. Therefore, no impact is identified from construction-related fuel use. – Section 3.6.5.2, Page 3.6-12 <u>Long-term Operational-Related Fuel Use Gates Closed Baseline</u> Equivalent VMT and fuel consumption. No impact. – Section 3.6.5.2, Pages 3.6-12 – 3.6-13 <u>Gates Open Baseline</u> Increase in VMT and less than significant increase in fuel consumption. – Section 3.6.5.2, Page 3.6-13	Issue 2 – Fuel Construction-Related Fuel Use There would be no construction under Scenario 1 and 2. Therefore, no impact is identified from construction-related fuel use. – Section 3.6.5.2, Page 3.6-12 <u>Long-term Operational-Related Fuel Use Gates Closed Baseline</u> Decrease in VMT and fuel consumption. No impact. – Section 3.6.5.2, Pages 3.6-12 – 3.6-13 <u>Gates Open Baseline</u> Equivalent VMT and fuel consumption. No impact. – Section 3.6.5.2, Page 3.6-13	Issue 2 – Fuel Construction-Related Fuel Use Although construction of roadways in Scenarios 3 and 4 would involve construction equipment that uses diesel fuel and worker vehicles that use gasoline, it would not result in an excessive use of fuel or other forms of energy. Impacts would be less than significant. – Section 3.6.5.2, Page 3.6-12 <u>Long-term Operational-Related Fuel Use Gates Closed Baseline</u> Decrease in VMT and fuel consumption. No impact. – Section 3.6.5.2, Pages 3.6-12 – 3.6-13 <u>Gates Open Baseline</u> Increase in VMT and less than significant increase in fuel consumption. – Section 3.6.5.2, Page 3.6-13	Issue 2 – Fuel Construction-Related Fuel Use Although construction of roadways in Scenarios 3 and 4 would involve construction equipment that uses diesel fuel and worker vehicles that use gasoline, it would not result in an excessive use of fuel or other forms of energy. Impacts would be less than significant. – Section 3.6.5.2, Page 3.6-12 <u>Long-term Operational-Related Fuel Use Gates Closed Baseline</u> Decrease in VMT and fuel consumption. No impact. – Section 3.6.5.2, Pages 3.6-12 – 3.6-13 <u>Gates Open Baseline</u> Increase in VMT and less than significant increase in fuel consumption. – Section 3.6.5.2, Page 3.6-13	Issue 2 – Fuel Construction-Related Fuel Use No impacts would occur from implementation of off-site improvements. – Section 3.6.5.2, Page 3.6-12 <u>Long-term Operational-Related Fuel Use Gates Closed Baseline</u> No impacts from off-site improvements would occur. – Section 3.6.5.2, Pages 3.6-12 – 3.6-13 <u>Gates Open Baseline</u> No impacts from off-site improvements would occur. – Section 3.6.5.2, Page 3.6-13
Results of Impact Analysis	N/A	N/A	N/A	N/A	N/A
Needed Mitigation Measures	N/A	N/A	N/A	N/A	N/A
Significant Impacts That Cannot be Mitigated	N/A	N/A	N/A	N/A	N/A
Geology and Soils – Pages 3.7-1 – 3.7-26					
Significance of Impacts	Issue 1 – Seismic Hazards Scenarios 1 and 2 would not involve construction or expose people or structures to potential seismic hazards beyond what currently exists. No impact would occur. – Section 3.7.4.2, Page 3.7-21	Issue 1 – Seismic Hazards Scenarios 1 and 2 would not involve construction or expose people or structures to potential seismic hazards beyond what currently exists. No impact would occur. – Section 3.7.4.2, Page 3.7-21	Issue 1 – Seismic Hazards As with most of southern California, roadways proposed under Scenarios 3 and 4 have the potential to be affected by strong ground shaking and associated seismic hazards as a result of their proximity to nearby active fault zones. The final design of the fill crossing and roadway bridge would be required to meet specifications of the Caltrans (specifically the HDM, Bridge Design Specifications, and Seismic Design Criteria), and additional standard roadway design features used by the City. Compliance with existing regulations would ensure that potential impacts associated	Issue 1 – Seismic Hazards As with most of southern California, roadways proposed under Scenarios 3 and 4 have the potential to be affected by strong ground shaking and associated seismic hazards as a result of their proximity to nearby active fault zones. The final design of the fill crossing and roadway bridge would be required to meet specifications of the Caltrans (specifically the HDM, Bridge Design Specifications, and Seismic Design Criteria), and additional standard roadway design features used by the City. Compliance with existing regulations would ensure that potential impacts associated	Issue 1 – Seismic Hazards No impacts would occur from implementation of off-site improvements. – Section 3.7.4.2, Page 3.7-21

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
			with seismic hazards would be less than significant. – Section 3.7.4.2, Page 3.7-21	with seismic hazards would be less than significant. – Section 3.7.4.2, Page 3.7-21	
	Issue 2 – Soil Erosion Scenarios 1 and 2 would not result in any soil erosion or the loss of topsoil. No impact would occur. – Section 3.7.5.2, Page 3.7-23	Issue 2 – Soil Erosion Scenarios 1 and 2 would not result in any soil erosion or the loss of topsoil. No impact would occur. – Section 3.7.5.2, Page 3.7-23	Issue 2 – Soil Erosion Compliance with the NPDES Construction General Permit would require the preparation of a SWPPP that would detail the erosion and sediment control BMPs that would be utilized on each construction site for the fill crossing and bridge for Scenarios 3 and 4, and additionally the Proposed C Street for Scenario 4. Impacts would be less than significant. – Section 3.7.5.2, Page 3.7-23	Issue 2 – Soil Erosion Compliance with the NPDES Construction General Permit would require the preparation of a SWPPP that would detail the erosion and sediment control BMPs that would be utilized on each construction site for the fill crossing and bridge for Scenarios 3 and 4, and additionally the Proposed C Street for Scenario 4. Impacts would be less than significant. – Section 3.7.5.2, Page 3.7-23	Issue 2 – Soil Erosion There would be no impacts from off-site improvements. – Section 3.7.5.2, Page 3.7-23
	Issue 3 – Geologic Stability and Expansive Soils Scenarios 1 and 2 involve activities that would only require roadway restriping and repaving in previously developed areas. These actions would not result in geologic hazards, nor create substantial risks to life or property. No impact would occur. – Section 3.7.6.2, Page 3.7-25	Issue 3 – Geologic Stability and Expansive Soils Scenarios 1 and 2 involve activities that would only require roadway restriping and repaving in previously developed areas. These actions would not result in geologic hazards, nor create substantial risks to life or property. No impact would occur. – Section 3.7.6.2, Page 3.7-25	Issue 3 – Geologic Stability and Expansive Soils There are no expansive soil types in the PIAs associated with Scenario 3. There is one expansive soil type within the PIA of Scenario 4; however, this is only within the temporary work area that would be used during construction of the road. The Proposed C Street would not be located on an expansive soil type. Additionally, both scenarios would be required to comply with existing regulations that specify design measures and additional requirements concerning expansive soils. Impacts would be less than significant. – Section 3.7.6.2, Page 3.7-25	Issue 3 – Geologic Stability and Expansive Soils There are no expansive soil types in the PIAs associated with Scenario 3. There is one expansive soil type within the PIA of Scenario 4; however, this is only within the temporary work area that would be used during construction of the road. The Proposed C Street would not be located on an expansive soil type. Additionally, both scenarios would be required to comply with existing regulations that specify design measures and additional requirements concerning expansive soils. Impacts would be less than significant. – Section 3.7.6.2, Page 3.7-25	Issue 3 – Geologic Stability and Expansive Soils No impacts associated with off-site improvements would occur. – Section 3.7.6.2, Page 3.7-25
Results of Impact Analysis	N/A	N/A	N/A	N/A	N/A
Needed Mitigation Measures	N/A	N/A	N/A	N/A	N/A
Significant Impacts That Cannot be Mitigated	N/A	N/A	N/A	N/A	N/A
Greenhouse Gases – Pages 3.8-1 – 3.8-28					
Significance of Impacts	Issue 1 – GHG Emissions When compared to the Gates Closed baseline, there would be no net increase in GHG emission, and impacts due to Scenario 1 would be less than significant. When compared to the Gates Open baseline, Scenario 1 would result in net increases in emissions that are greater than 1,400 MTCO ₂ E in year 2020 and at buildout. Impacts due to Scenario 1 would be significant. – Section 3.8.4.2 Pages 3.8-22 – 3.8-23 <u>Gates Closed Baseline</u> No net increase in emissions. Less than significant. – Section 3.8.4.2 Pages 3.8-22 – 3.8-23	Issue 1 – GHG Emissions When compared to the Gates Closed baseline, there would be a net decrease in GHG emissions. When compared to the Gates Open baseline, there would be no net increase in GHG emissions. Impacts due to Scenario 2 would be less than significant when compared to both Gates Closed and Gates Open baselines. – Section 3.8.4.2 Pages 3.8-22 – 3.8-23 <u>Gates Closed Baseline</u> Decrease in net emissions. Less than significant. – Section 3.8.4.2 Pages 3.8-22 – 3.8-23	Issue 1 – GHG Emissions When compared to the Gates Closed baseline, there would be a net decrease in GHG emission, and impacts due to Scenario 3 would be less than significant. When compared to the Gates Open baseline, Scenario 3 would result in net increases in emissions that are greater than 1,400 MTCO ₂ E in year 2020 and at buildout. Impacts due to Scenario 3 would be significant. – Section 3.8.4.2 Pages 3.8-22 – 3.8-23 <u>Gates Closed Baseline</u> Existing + Project: Net increase in emissions less than 1,400 MTCO ₂ E per year. Less than significant.	Issue 1 – GHG Emissions When compared to the Gates Closed baseline, the net increase in GHG emissions in the existing plus Project condition would be less than 1,400 MTCO ₂ E, and there would be net decreases in emissions in year 2020 and at buildout. Therefore, impacts due to Scenario 4 would be less than significant. When compared to the Gates Open baseline, the net increase in GHG emissions would be less than 1,400 MTCO ₂ E. Impacts due to Scenario 4 would also be less than significant. – Section 3.8.4.2 Pages 3.8-22 – 3.8-23 <u>Gates Closed Baseline</u> Existing + Project: Net increase in emissions less than 1,400 MTCO ₂ E per year. Less than significant.	Issue 1 – GHG Emissions Emissions from construction of off-site improvements to add traffic signals, restripe, and add paved roadway at key intersections would be less than significant. – Section 3.8.4.2 Pages 3.8-22 – 3.8-23 <u>Gates Closed Baseline</u> Emissions from construction of off-site improvements to add traffic signals, restripe, and add paved roadway at key intersections would be less than significant. – Section

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><u>Gates Open Baseline</u> Existing + Project: Net increase in emissions less than 1,400 MTCO₂E per year. Less than significant.</p> <p>Year 2020+Project: Net increase in emissions greater than 1,400 MTCO₂E per year. Significant Impact. – Section 3.8.4.2 Pages 3.8-22 – 3.8-23</p>	<p><u>Gates Open Baseline</u> No net increase in emissions. Less than significant. – Section 3.8.4.2 Pages 3.8-22 – 3.8-23</p>	<p>Year 2020+Project: Decrease in net emissions. Less than significant. – Section 3.8.4.2 Pages 3.8-22 – 3.8-23</p> <p><u>Gates Open Baseline</u> Net increase in emissions less than 1,400 MTCO₂E per year. Less than significant. – Section 3.8.4.2 Pages 3.8-22 – 3.8-23</p>	<p>Year 2020+Project: Decrease in net emissions. Less than significant. – Section 3.8.4.2 Pages 3.8-22 – 3.8-23</p> <p><u>Gates Open Baseline</u> Net increase in emissions less than 1,400 MTCO₂E per year. Less than significant. – Section 3.8.4.2 Pages 3.8-22 – 3.8-23</p>	<p>3.8.4.2 Pages 3.8-22 – 3.8-23</p> <p><u>Gates Open Baseline</u> Emissions from construction of off-site improvements to add traffic signals, restripe, and add paved roadway at key intersections would be less than significant. – Section 3.8.4.2 Pages 3.8-22 – 3.8-23</p>
	<p>Issue 2 – Applicable Plans, Policies and Regulations The proposed Project is consistent with the goals and strategies of state plans, policies, and regulations aimed at reducing GHG emissions. Because Scenario 2 would not result in an increase in VMT or net GHG emissions, impacts due to Scenario 2 would be less than significant. Scenarios 3 and 4 would improve traffic flow and therefore be consistent with the goals behind General Plan 2025 Policy AQ-2.4 of achieving performance goals. Impacts under Scenarios 3 and 4 would be less than significant. Although Scenario 1 would increase VMT, this scenario would not prevent the City from achieving performance goals related to reduced vehicle emissions. Impacts would also be less than significant. – Section 3.8.5.2, Page 3.8-27</p>	<p>Issue 2 – Applicable Plans, Policies and Regulations The proposed Project is consistent with the goals and strategies of state plans, policies, and regulations aimed at reducing GHG emissions. Because Scenario 2 would not result in an increase in VMT or net GHG emissions, impacts due to Scenario 2 would be less than significant. Scenarios 3 and 4 would improve traffic flow and therefore be consistent with the goals behind General Plan 2025 Policy AQ-2.4 of achieving performance goals. Impacts under Scenarios 3 and 4 would be less than significant. Although Scenario 1 would increase VMT, this scenario would not prevent the City from achieving performance goals related to reduced vehicle emissions. Impacts would also be less than significant. – Section 3.8.5.2, Page 3.8-27</p>	<p>Issue 2 – Applicable Plans, Policies and Regulations The proposed Project is consistent with the goals and strategies of state plans, policies, and regulations aimed at reducing GHG emissions. Because Scenario 2 would not result in an increase in VMT or net GHG emissions, impacts due to Scenario 2 would be less than significant. Scenarios 3 and 4 would improve traffic flow and therefore be consistent with the goals behind General Plan 2025 Policy AQ-2.4 of achieving performance goals. Impacts under Scenarios 3 and 4 would be less than significant. Although Scenario 1 would increase VMT, this scenario would not prevent the City from achieving performance goals related to reduced vehicle emissions. Impacts would also be less than significant. – Section 3.8.5.2, Page 3.8-27</p>	<p>Issue 2 – Applicable Plans, Policies and Regulations The proposed Project is consistent with the goals and strategies of state plans, policies, and regulations aimed at reducing GHG emissions. Because Scenario 2 would not result in an increase in VMT or net GHG emissions, impacts due to Scenario 2 would be less than significant. Scenarios 3 and 4 would improve traffic flow and therefore be consistent with the goals behind General Plan 2025 Policy AQ-2.4 of achieving performance goals. Impacts under Scenarios 3 and 4 would be less than significant. Although Scenario 1 would increase VMT, this scenario would not prevent the City from achieving performance goals related to reduced vehicle emissions. Impacts would also be less than significant. – Section 3.8.5.2, Page 3.8-27</p>	<p>Issue 2 – Applicable Plans, Policies and Regulations Off-site improvements would not conflict with applicable goals and policies related to greenhouse gas emissions, and no impact would result. – Section 3.8.5.2, Page 3.8-27</p>
Results of Impact Analysis	<p>Issue 1 – GHG Emissions S1-GHG-1: When compared to the Gates Open baseline, Scenario 1 would result in net increases in emissions that are greater than 1,400 MTCO₂E in year 2020 and at buildout. Impacts due to Scenario 1 would be significant. – Table S-1, Page S-11</p>	<p>Issue 1 – GHG Emissions N/A</p>	<p>Issue 1 – GHG Emissions S3-GHG-1: When compared to the Gates Open baseline, Scenario 3 would result in net increases in emissions that are greater than 1,400 MTCO₂E in year 2020 and at buildout. – Table S-1, Page S-22</p>	<p>Issue 1 – GHG Emissions N/A</p>	<p>Issue 1 – GHG Emissions N/A</p>
Needed Mitigation Measures	<p>Issue 1 – GHG Emissions N/A</p>	<p>Issue 1 – GHG Emissions N/A</p>	<p>Issue 1 – GHG Emissions N/A</p>	<p>Issue 1 – GHG Emissions N/A</p>	<p>Issue 1 – GHG Emissions N/A</p>
Significant Impacts That Cannot be Mitigated	<p>Issue 1 – GHG Emissions Calculations performed for each scenario took into account statewide measures aimed at reducing vehicle GHG emissions (i.e., Pavley and LCFS discussed in Section 3.8.1.3(d) and (e) above). Further reductions in the Project vicinity could only come from additional state and federal measures that would increase vehicle efficiency and would be out of the control of the proposed Project. Therefore,</p>	<p>Issue 1 – GHG Emissions N/A</p>	<p>Issue 1 – GHG Emissions Calculations performed for each scenario took into account statewide measures aimed at reducing vehicle GHG emissions (i.e., Pavley and LCFS discussed in Section 3.8.1.3(d) and (e) above). Further reductions in the Project vicinity could only come from additional state and federal measures that would increase vehicle efficiency and would be out of the control of the proposed Project. Therefore,</p>	<p>Issue 1 – GHG Emissions N/A</p>	<p>Issue 1 – GHG Emissions N/A</p>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	impacts from Scenarios 1 and 3 would remain significant and unavoidable . – Section 3.8.4.3, Page 3.8-24		impacts from Scenarios 1 and 3 would remain significant and unavoidable . – Section 3.8.4.3, Page 3.8-24		
Land Use & Aesthetics – Pages 3.9-1 – 3.9-58					
Significance of Impacts	Issue 1 – Physically Divides an Established Community No impacts would be associated with Scenario 1. – Section 3.9.4.2, Page 3.9-34	Issue 1 – Physically Divides an Established Community Scenario 2, while it would not connect Overlook Parkway, it would remove the existing gates. This alteration in circulation is not anticipated to result in a division to an established community, but rather in a connection. Therefore, impacts would be less than significant . – Section 3.9.4.2, Page 3.9-34	Issue 1 – Physically Divides an Established Community Scenario 3 would enhance connectivity between communities located in the eastern and western areas of the City. Overlook Parkway would be completed within a designated corridor outside of any established neighborhood or community. Impacts associated with the physical division of an established community would therefore be less than significant . – Section 3.9.4.2, Page 3.9-34 – 3.9-35	Issue 1 – Physically Divides an Established Community Scenario 4 would further complete the Circulation Element established in the City’s General Plan 2025 and would not divide an established community. Impacts would be less than significant . – Section 3.9.4.2, Page 3.9-35	Issue 1 – Physically Divides an Established Community No impacts would be associated with off-site improvements. – Section 3.9.4.2, Page 3.9-35
	Issue 2 – Plans, Policy or Regulations <i>Consistency with the City of Riverside General Plan 2025 (including Land Use Designations, Roadway Classifications & Objectives and Polices)</i> Scenarios 1 through 3 would be inconsistent relative to one circulation policy related to traffic flow on City arterials. Each scenario’s inconsistency with the Policy CCM-2.3 related to traffic flow on City arterials would result in indirect impacts related to traffic, and would therefore be significant. Scenario 4 would also be inconsistent with Policy CCM-2.3 and Policy CCM-4.3 related to traffic flow along Victoria Avenue associated with the construction of the Proposed C Street. These inconsistencies related to traffic flow would be a significant indirect environmental impact. Although mitigation is identified in Section 3.11 of this DEIR, impacts from all scenarios would be considered significant and unavoidable . – Section 3.9.5.2 a, Page 3.9-49 <i>Municipal Code (Grading Code, and Cultural Resources Code, and Zoning Code)</i> Neither Scenario 1 nor 2 includes new improvements, grading, or other ground-disturbing activity, and would therefore not be in conflict with the City’s Grading Code or the City’s lighting Dark-Sky regulations. No impacts would occur. – Section 3.9.5.2 b, Pages 3.9-49 – 3.9-50. These changes will be in the Final EIR Errata.	Issue 2 – Plans, Policy or Regulations <i>Consistency with the City of Riverside General Plan 2025 (including Land Use Designations, Roadway Classifications & Objectives and Polices)</i> Scenarios 1 through 3 would be inconsistent relative to one circulation policy related to traffic flow on City arterials. Each scenario’s inconsistency with the Policy CCM-2.3 related to traffic flow on City arterials would result in indirect impacts related to traffic, and would therefore be significant. Scenario 4 would also be inconsistent with Policy CCM-2.3 and Policy CCM-4.3 related to traffic flow along Victoria Avenue associated with the construction of the Proposed C Street. These inconsistencies related to traffic flow would be a significant indirect environmental impact. Although mitigation is identified in Section 3.11 of this DEIR, impacts from all scenarios would be considered significant and unavoidable . – Section 3.9.5.2 a, Page 3.9-49 <i>Municipal Code (Grading Code, and Cultural Resources Code, and Zoning Code)</i> Neither Scenario 1 nor 2 includes new improvements, grading, or other ground-disturbing activity, and would therefore not be in conflict with the City’s Grading Code or the City’s lighting Dark-Sky regulations. No impacts would occur. – Section 3.9.5.2 b, Pages 3.9-49 – 3.9-50. These changes will be in the Final EIR Errata.	Issue 2 – Plans, Policy or Regulations <i>Consistency with the City of Riverside General Plan 2025 (including Land Use Designations, Roadway Classifications & Objectives and Polices)</i> Scenarios 1 through 3 would be inconsistent relative to one circulation policy related to traffic flow on City arterials. Each scenario’s inconsistency with the Policy CCM-2.3 related to traffic flow on City arterials would result in indirect impacts related to traffic, and would therefore be significant. Scenario 4 would also be inconsistent with Policy CCM-2.3 and Policy CCM-4.3 related to traffic flow along Victoria Avenue associated with the construction of the Proposed C Street. These inconsistencies related to traffic flow would be a significant indirect environmental impact. Although mitigation is identified in Section 3.11 of this DEIR, impacts from all scenarios would be considered significant and unavoidable . – Section 3.9.5.2 a, Page 3.9-49 <i>Municipal Code (Grading Code, and Cultural Resources Code, and Zoning Code)</i> Grading associated with the fill section and bridge construction for Scenario 3 and the roadway improvements would be conducted in accordance with the City’s Grading Code, lighting Dark-Sky regulations, and the Cultural Resources Code. Scenario 4 would include grading associated with the fill section and bridge construction. Grading also would occur in conjunction with construction of the Proposed C Street. All proposed grading would be conducted in accordance with the City’s Grading Code, lighting regulations, and the	Issue 2 – Plans, Policy or Regulations <i>Consistency with the City of Riverside General Plan 2025 (including Land Use Designations, Roadway Classifications & Objectives and Polices)</i> Scenarios 1 through 3 would be inconsistent relative to one circulation policy related to traffic flow on City arterials. Each scenario’s inconsistency with the Policy CCM-2.3 related to traffic flow on City arterials would result in indirect impacts related to traffic, and would therefore be significant. Scenario 4 would also be inconsistent with Policy CCM-2.3 and Policy CCM-4.3 related to traffic flow along Victoria Avenue associated with the construction of the Proposed C Street. These inconsistencies related to traffic flow would be a significant indirect environmental impact. Although mitigation is identified in Section 3.11 of this DEIR, impacts from all scenarios would be considered significant and unavoidable . – Section 3.9.5.2 a, Page 3.9-49 <i>Municipal Code (Grading Code, and Cultural Resources Code, and Zoning Code)</i> Grading associated with the fill section and bridge construction for Scenario 3 and the roadway improvements would be conducted in accordance with the City’s Grading Code, lighting Dark-Sky regulations, and the Cultural Resources Code. Scenario 4 would include grading associated with the fill section and bridge construction. Grading also would occur in conjunction with construction of the Proposed C Street. All proposed grading would be conducted in accordance with the City’s Grading Code, lighting regulations, and the	Issue 2 – Plans, Policy or Regulations <i>Consistency with the City of Riverside General Plan 2025 (including Land Use Designations, Roadway Classifications & Objectives and Polices)</i> Off-site improvements would not conflict with land use plans, policies, or regulations, nor with any applicable roadway classifications. Because the off-site improvements are limited to developed areas and involve signalization and restriping in existing intersections to improve traffic flow, the off-site improvements would be consistent with General Plan 2025 policies. No impacts would occur. – Section 3.9.5.2 a, Page 3.9-49. This change is being made in the Final EIR Errata. <i>Municipal Code (Grading Code, and Cultural Resources Code, and Zoning Code)</i> Off-site improvements, if implemented, would require City approval due to the alteration of a historic resource; thus, these scenarios would not conflict with any of the regulations outlined in the City’s Cultural Resources Code. Impacts would be less than significant . – Section 3.9.5.2 b, Pages 3.9-49 – 3.9-50. These changes will be in the Final EIR Errata.

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><i>Dark Sky Regulations</i> No street improvements would be constructed under Scenarios 1 and 2, and no new lighting would be employed. No impact would occur. – Section 3.9.5.2 c, Pages 3.9-49 – 3.9-50.</p> <p>The changes concerning the Dark Sky Regulation will be made in the Final EIR Errata.</p>	<p><i>Dark Sky Regulations</i> No street improvements would be constructed under Scenarios 1 and 2, and no new lighting would be employed. No impact would occur. – Section 3.9.5.2 c, Pages 3.9-49 – 3.9-50.</p> <p>The changes concerning the Dark Sky Regulation will be made in the Final EIR Errata.</p>	<p>Cultural Resources Code. Therefore, no environmental impacts related to consistency with these regulations would occur. Off-site improvements, if implemented, would comply with the regulations in the City’s Cultural Resources Code; thus, these scenarios would not conflict with any of the regulations, and impacts would be less than significant. – Section 3.9.5.2 b, Pages 3.9-49 – 3.9-50. These changes will be in the Final EIR Errata.</p> <p><i>Dark Sky Regulations</i> Lighting proposed in conjunction with roadways under Scenarios 3 and 4 would be required to comply with the City’s lighting regulations, which include the use of high-pressure sodium lighting for public roadway lighting and full-cutoff optics, if feasible, or partial shielding to minimize spill light into the night sky and onto adjacent properties. Through implementation of these requirements, Scenarios 3 and 4 would be consistent with the dark sky regulations, and impacts would be less than significant. – Section 3.9.5.2 c, Pages 3.9-49 – 3.9-50.</p> <p>The changes concerning the Dark Sky Regulation will be made in the Final EIR Errata.</p>	<p>Cultural Resources Code. Therefore, no environmental impacts related to consistency with these regulations would occur. Off-site improvements, if implemented, would comply with the regulations in the City’s Cultural Resources Code; thus, these scenarios would not conflict with any of the regulations, and impacts would be less than significant. – Section 3.9.5.2 b, Pages 3.9-49 – 3.9-50. These changes will be in the Final EIR Errata..</p> <p><i>Dark Sky Regulations</i> Lighting proposed in conjunction with roadways under Scenarios 3 and 4 would be required to comply with the City’s lighting regulations, which include the use of high-pressure sodium lighting for public roadway lighting and full-cutoff optics, if feasible, or partial shielding to minimize spill light into the night sky and onto adjacent properties. Through implementation of these requirements, Scenarios 3 and 4 would be consistent with the dark sky regulations, and impacts would be less than significant. – Section 3.9.5.2 c, Pages 3.9-49 – 3.9-50.</p> <p>The changes concerning the Dark Sky Regulation will be made in the Final EIR Errata.</p>	<p><i>Dark Sky Regulations</i> If new or relocated lighting is needed in order to accommodate off-site improvements, all lighting would be required to comply with the City’s lighting regulations, described above. Through implementation of these requirements, the off-site improvements under each scenario would be consistent with the dark sky regulations, and impacts would be less than significant. – Section 3.9.5.2 c, Pages 3.9-49 – 3.9-50.</p> <p>The changes concerning the Dark Sky Regulation will be made in the Final EIR Errata.</p>
	<p><i>Airport Land Use Plans</i> No inconsistency with an adopted airport land use plan would result from implementation of any of the four proposed scenarios. Therefore, no land use impacts are identified. – Section 3.9.5.2 ed, Page 3.9-50</p> <p>This Change will be made in the Final EIR Errata.</p>	<p><i>Airport Land Use Plans</i> No inconsistency with an adopted airport land use plan would result from implementation of any of the four proposed scenarios. Therefore, no land use impacts are identified. – Section 3.9.5.2 ed, Page 3.9-50.</p> <p>This Change will be made inf the Final EIR Errata.</p>	<p><i>Airport Land Use Plans</i> No inconsistency with an adopted airport land use plan would result from implementation of any of the four proposed scenarios. Therefore, no land use impacts are identified. – Section 3.9.5.2 ed, Page 3.9-50.</p> <p>This Change will be made in the Final EIR Errata.</p>	<p><i>Airport Land Use Plans</i> No inconsistency with an adopted airport land use plan would result from implementation of any of the four proposed scenarios. Therefore, no land use impacts are identified. – Section 3.9.5.2 ed, Page 3.9-50.</p> <p>This Change will be made in the Final EIR Errata.</p>	<p><i>Airport Land Use Plans</i> Off-site improvements would not result in any conflicts with existing airport land use plans for Riverside Municipal Airport, Flabob Airport or the Joint Land Use Study for MARB. No land use impacts are identified. – Section 3.9.5.2 ed, Page 3.9-50.</p> <p>This Change will be made in the Final EIR Errata.</p>
	<p><i>Issue 3 – Habitat Conservation Plan</i> Impacts would be less than significant for all scenarios. – Section 3.9.6.2, Page 3.9-52</p>	<p><i>Issue 3 – Habitat Conservation Plan</i> Impacts would be less than significant for all scenarios. – Section 3.9.6.2, Page 3.9-52</p>	<p><i>Issue 3 – Habitat Conservation Plan</i> Impacts would be less than significant for all scenarios. – Section 3.9.6.2, Page 3.9-52</p>	<p><i>Issue 3 – Habitat Conservation Plan</i> Impacts would be less than significant for all scenarios. – Section 3.9.6.2, Page 3.9-52</p>	<p><i>Issue 3 – Habitat Conservation Plan</i> No impacts would result from off-site improvements. – Section 3.9.6.2, Page 3.9-52</p>
	<p><i>Issue 4 – Scenic Resources and Vistas</i> Under Scenarios 1 and 2, no roadways or construction activities are proposed. No impacts to scenic vistas and scenic resources would result. – Section 3.9.7.2, Page 3.9-54</p>	<p><i>Issue 4 – Scenic Resources and Vistas</i> Under Scenarios 1 and 2, no roadways or construction activities are proposed. No impacts to scenic vistas and scenic resources would result. – Section 3.9.7.2, Page 3.9-54</p>	<p><i>Issue 4 – Scenic Resources and Vistas</i> Implementation of Scenario 3 would result in potentially significant impacts to scenic vistas, including the Alessandro Arroyo. However, because the proposed bridges across the Alessandro Arroyo would be constructed in a manner that would comply with the General Plan 2025 policies for a “scenic boulevard,” impacts would be less than significant. – Section 3.9.7.2, Page 3.9-54</p>	<p><i>Issue 4 – Scenic Resources and Vistas</i> Scenario 4 includes the construction of the Proposed C Street, which would include intersection improvements (signalization, curbs, and movement of the median) at Victoria Avenue where it intersects with Madison Street. Improvements would be designed to blend in with the existing visual elements of Victoria Avenue, which includes modern elements. Impacts would be less than significant. – Section 3.9.7.2, Page 3.9-54</p>	<p><i>Issue 4 – Scenic Resources and Vistas</i> Off-site improvements would not result in an adverse effect to the scenic integrity of Victoria Avenue. Impacts would be less than significant. – Section 3.9.7.2, Page 3.9-54</p>
	<p><i>Issue 5 – Visual Character/Light and Glare</i></p>	<p><i>Issue 5 – Visual Character/Light and Glare</i></p>	<p><i>Issue 5 – Visual Character/Light and Glare</i></p>	<p><i>Issue 5 – Visual Character/Light and Glare</i></p>	<p><i>Issue 5 – Visual Character/Light and Glare</i></p>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	No changes to the existing visual character of the area would result from Scenario 1; and therefore, no impacts would occur. – Section 3.9.8.2, Page 3.9-57	Scenario 2 would result in an increase in through traffic; however, the increase in traffic is not expected to alter the visual character and quality due to the fact that the neighborhood was designed and constructed in a manner that anticipated through traffic. With respect to light and glare, no new street lighting is proposed that would result in an increase in light on existing residences. Impacts are determined to be less than significant . – Section 3.9.8.2, Page 3.9-57	The components proposed under Scenarios 3 and 4 would represent a continuation of the existing roadway character and would not result in a substantial adverse change to the area’s character or introduce substantial new sources of light and glare for the reasons detailed above. Impacts to visual character would be less than significant . – Section 3.9.8.2, Page 3.9-57	The components proposed under Scenarios 3 and 4 would represent a continuation of the existing roadway character and would not result in a substantial adverse change to the area’s character or introduce substantial new sources of light and glare for the reasons detailed above. Impacts to visual character would be less than significant . – Section 3.9.8.2, Page 3.9-57	Off-site improvements would not result in a change in the visual character or quality. Impacts were determined to be less than significant . – Section 3.9.8.2, Page 3.9-57
Results of Impact Analysis	<i>Issue 2 – Plans, Policy or Regulations</i> <i>Consistency with the City of Riverside General Plan 2025</i> <u>General Plan Objectives and Policies</u> S1-LU-1: Overall, Scenario 1 is consistent with 18 of the 19 applicable Circulation and Community Mobility Element policies analyzed; however, Scenario 1 would be inconsistent with General Plan 2025 Policy CCM-2.3. This policy requires the City to maintain a level of service (LOS) D or better on arterial streets except for those arterial streets that are used by regional freeway bypass traffic and at heavily traveled freeway interchanges. The inconsistency is based on the results of the traffic analysis (see Section 3.11), which indicates that impacts identified for this scenario are not isolated to City arterials that serve the freeway interchanges, but would also occur on Trautwein Road north of John F Kennedy Drive in Year 2011, and several arterial roadways in Year 2035. Because of these impacts, this scenario would not be consistent with Policy CCM-2.3. This scenario’s inconsistency with the policy related to traffic flow on City arterials would result in indirect impacts and would therefore be significant . – Table S-1, Page S-10	<i>Issue 2 – Plans, Policy or Regulations</i> <i>Consistency with the City of Riverside General Plan 2025</i> <u>General Plan Objectives and Policies</u> S2-LU-1: Overall, Scenario 2 is consistent with 18 of the 19 applicable Circulation and Community Mobility Element policies analyzed; however, Scenario 1 would be inconsistent with General Plan 2025 Policy CCM-2.3. This policy requires the City to maintain a level of service (LOS) D or better on arterial streets except for those arterial streets that are used by regional freeway bypass traffic and at heavily traveled freeway interchanges. The inconsistency is based on the results of the traffic analysis (see Section 3.11), which indicates that impacts identified for this scenario are not isolated to City arterials that serve the freeway interchanges, but would also occur on Washington Street between Victoria Avenue and Van Buren Boulevard. Because of these impacts, this scenario would not be consistent with Policy CCM-2.3. This scenario’s inconsistency with the policy related to traffic flow on City arterials would result in indirect impacts and would therefore be significant . – Table S-1, Page S-15	<i>Issue 2 – Plans, Policy or Regulations</i> <i>Consistency with the City of Riverside General Plan 2025</i> <u>General Plan Objectives and Policies</u> S3-LU-1: Overall, Scenario 3 is consistent with 18 of the 19 applicable Circulation and Community Mobility Element policies analyzed; however, Scenario 1 would be inconsistent with General Plan 2025 Policy CCM-2.3. This policy requires the City to maintain a level of service (LOS) D or better on arterial streets except for those arterial streets that are used by regional freeway bypass traffic and at heavily traveled freeway interchanges. The inconsistency is based on the results of the traffic analysis (see Section 3.11), which indicates that impacts identified for this scenario are not isolated to City arterials that serve the freeway interchanges, but would also occur due to impacts on Washington Street between Victoria Avenue and Van Buren Boulevard. Because of these impacts, this scenario would not be consistent with Policy CCM-2.3. This scenario’s inconsistency with the policy related to traffic flow on City arterials would result in indirect impacts and would therefore be significant . – Table S-1, Page S-24. Table S-1 will be corrected as part of Final EIR Errata.	<i>Issue 2 – Plans, Policy or Regulations</i> <i>Consistency with the City of Riverside General Plan 2025</i> <u>General Plan Objectives and Policies</u> S4-LU-1: Similar to the conclusions for all scenarios, Scenario 4 would be inconsistent with Policy CCM-2.3, which requires the City to maintain LOS D or better on arterial streets unless they serve the freeway interchanges. Increased traffic volumes on Washington Street between Victoria Avenue and Van Buren Boulevard from buildout would also not operate at an acceptable level of service; therefore, Scenario 4 would be inconsistent with Policies CCM-2.3 and CCM-4.3 related to traffic flow along Victoria Avenue and policies protecting historic resources. Inconsistencies with these policies would be a significant indirect environmental impact. – Table S-1, Page S-41	<i>Issue 2 – Plans, Policy or Regulations</i> <i>Consistency with the City of Riverside General Plan 2025</i> <u>General Plan Objectives and Policies</u> N/A
Needed Mitigation Measures	N/A	N/A	N/A	N/A	N/A
Significant Impacts That Cannot be Mitigated	<i>Issue 2 – Plans, Policy or Regulations</i> <i>Consistency with the City of Riverside General Plan 2025</i> <u>General Plan Objectives and Policies</u> All scenarios would be inconsistent with Policy CCM-2.3 in the General Plan 2025 related to traffic flow, specifically maintaining a LOS D or better on certain arterial roadways. In addition, Scenario 4 would result in unacceptable LOS operations along Victoria Avenue, which conflicts with Policy CCM-4.3.	<i>Issue 2 – Plans, Policy or Regulations</i> <i>Consistency with the City of Riverside General Plan 2025</i> <u>General Plan Objectives and Policies</u> All scenarios would be inconsistent with Policy CCM-2.3 in the General Plan 2025 related to traffic flow, specifically maintaining a LOS D or better on certain arterial roadways. In addition, Scenario 4 would result in unacceptable LOS operations along Victoria Avenue, which conflicts with Policy CCM-4.3.	<i>Issue 2 – Plans, Policy or Regulations</i> <i>Consistency with the City of Riverside General Plan 2025</i> <u>General Plan Objectives and Policies</u> All scenarios would be inconsistent with Policy CCM-2.3 in the General Plan 2025 related to traffic flow, specifically maintaining a LOS D or better on certain arterial roadways. In addition, Scenario 4 would result in unacceptable LOS operations along Victoria Avenue, which conflicts with Policy CCM-4.3.	<i>Issue 2 – Plans, Policy or Regulations</i> <i>Consistency with the City of Riverside General Plan 2025</i> <u>General Plan Objectives and Policies</u> All scenarios would be inconsistent with Policy CCM-2.3 in the General Plan 2025 related to traffic flow, specifically maintaining a LOS D or better on certain arterial roadways. In addition, Scenario 4 would result in unacceptable LOS operations along Victoria Avenue, which conflicts with Policy CCM-4.3.	<i>Issue 2 – Plans, Policy or Regulations</i> <i>Consistency with the City of Riverside General Plan 2025</i> <u>General Plan Objectives and Policies</u> The off-site improvements for all four scenarios were analyzed within the General Plan 2025 consistency table (Appendix H of the DEIR). Because the off-site improvements are limited to developed areas and involve signalization and restriping in existing intersections to improve traffic flow, the off-

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	With implementation of mitigation measures as defined in Section 3.11, traffic along certain arterial roadways under all four scenarios would continue at unacceptable levels of service (e.g., LOS E or F), and would not be reduced to a level less than significant; therefore, all scenarios would result in significant and unavoidable impacts to land use. – Section 3.9.5.3, Page 3.9-50	With implementation of mitigation measures as defined in Section 3.11, traffic along certain arterial roadways under all four scenarios would continue at unacceptable levels of service (e.g., LOS E or F), and would not be reduced to a level less than significant; therefore, all scenarios would result in significant and unavoidable impacts to land use. – Section 3.9.5.3, Page 3.9-50	With implementation of mitigation measures as defined in Section 3.11, traffic along certain arterial roadways under all four scenarios would continue at unacceptable levels of service (e.g., LOS E or F), and would not be reduced to a level less than significant; therefore, all scenarios would result in significant and unavoidable impacts to land use. – Section 3.9.5.3, Page 3.9-50	With implementation of mitigation measures as defined in Section 3.11, traffic along certain arterial roadways under all four scenarios would continue at unacceptable levels of service (e.g., LOS E or F), and would not be reduced to a level less than significant; therefore, all scenarios would result in significant and unavoidable impacts to land use. – Section 3.9.5.3, Page 3.9-50	site improvements would be consistent with General Plan 2025 policies. No impact would occur. – Section 3.9.5.3, Page 3.9-50. <u>This change will be made in the Final EIR Errata.</u>
Noise – Page 3.10-1 – 3.10-50					
Significance of Impacts	<p><i>Issue 1 – Future Traffic Noise Existing Roadways</i></p> <p><i>Gates Closed Baseline Comparison</i> Scenario 1 is equivalent to the Gates Closed baseline. Therefore, there is no difference in traffic volumes or noise levels between Scenario 1 and the Gates Closed baseline. Traffic noise impacts would be less than significant. – Section 3.10.4.2 a, Page 3.10-44</p> <p><i>Gates Open Baseline Comparison</i> Under Scenario 1, noise levels at 50 feet from the centerline of the roadways would be less than the 65 CNEL standard at all potentially impacted roadway segments. Impacts due to Scenario 1 would be less than significant. – Section 3.10.4.2 a, Page 3.10-45</p> <p><i>Future Traffic Noise – New and Gated Roadways</i> No new roadways would be constructed under Scenario 1. The gates on Crystal View Parkway and Green Orchard Place would remain in place and closed, preventing pass-through traffic. Impacts would be less than significant. – Section 3.10.4.2 b, Pages 3.10-45 – 3.10-46</p>	<p><i>Issue 1 – Future Traffic Noise Existing Roadways</i></p> <p><i>Gates Closed Baseline Comparison</i> Under Scenario 2, noise levels at 50 feet from the centerline of Overlook Parkway between Orozco Drive and Golden Star Avenue would exceed 65 CNEL. However, there are existing walls located adjacent to this segment that would reduce noise levels to 65 CNEL or less. Therefore, traffic noise impacts would be less than significant. – Section 3.10.4.2 a, Page 3.10-44</p> <p><i>Gates Open Baseline Comparison</i> Scenario 2 is equivalent to the Gates Open baseline. Therefore, there is no difference in traffic volumes or noise levels between Scenario 2 and the Gates Open baseline. Traffic noise impacts would be less than significant. – Section 3.10.4.2 a, Page 3.10-45</p> <p><i>Future Traffic Noise – New and Gated Roadways</i> Under Scenario 2, future noise levels would be less than the City residential noise compatibility criteria of 65 CNEL at residences located adjacent to the portions of Crystal View Terrace, Green Orchard Place, and Overlook Parkway that would experience new pass-through traffic after the removal of the gates. Impacts would be less than significant. – Section 3.10.4.2 b, Pages 3.10-45 – 3.10-46</p>	<p><i>Issue 1 – Future Traffic Noise Existing Roadways</i></p> <p><i>Gates Closed Baseline Comparison</i> Under Scenario 3, noise levels at 50 feet from the centerline of Madison Avenue between Victoria Avenue and Lincoln Avenue, Overlook Parkway between Washington Street and Alessandro Boulevard, and Washington Street between Overlook Parkway and Engel Drive would exceed 65 CNEL. There are existing walls located adjacent to these segments of Overlook Parkway and Washington Street. Traffic noise impacts adjacent to Overlook Parkway would be less than significant. However, Scenario 3 would result in a direct significant impact to sensitive receivers located along Washington Street and Madison Street (S3-NOS-1). – Section 3.10.4.2 a, Pages 3.10-44 – 3.10-45</p> <p><i>Gates Open Baseline Comparison</i> Under Scenario 3, noise levels at 50 feet from the centerline of Overlook Parkway between Washington Street and Alessandro Boulevard would exceed 65 CNEL. Existing walls located adjacent to these segments of Overlook Parkway would reduce noise levels below 65 CNEL. Traffic noise impacts adjacent to Overlook Parkway would be less than significant. – Section 3.10.4.2 a, Page 3.10-45</p> <p><i>Future Traffic Noise – New and Gated Roadways</i> Under Scenario 3, future noise levels would exceed the City residential noise compatibility criteria of 65 CNEL at all residences located adjacent to Overlook Parkway between Alessandro Boulevard and Washington Street. However, as discussed above, existing walls have already been constructed in these locations. Impacts at these residences would be less than significant. There are no residences located within the 65 CNEL contour line in the</p>	<p><i>Issue 1 – Future Traffic Noise Existing Roadways</i></p> <p><i>Gates Closed Baseline Comparison</i> Under Scenario 4, noise levels at 50 feet from the centerline of Madison Avenue between Washington Street and Railroad Avenue, Overlook Parkway between Washington Street and Alessandro Boulevard, Victoria Avenue between Adams Street and Madison Street, and Washington Street between Overlook Parkway and Engel Drive would exceed 65 CNEL. There are existing walls located adjacent to these segments of Overlook Parkway, Victoria Avenue, and Washington Street. Traffic noise impacts adjacent to Overlook Parkway and Victoria Avenue would be less than significant. However, Scenario 4 would result in a direct significant impact to sensitive receivers located along Washington Street and Madison Street (S4-NOS-1). – Section 3.10.4.2 a, Page 3.10-45</p> <p><i>Gates Open Baseline Comparison</i> Scenario 4 would result in the same impacts identified above under Gates Closed Baseline Comparison. Traffic noise impacts adjacent to Overlook Parkway and Victoria Avenue would be less than significant. However, Scenario 4 would result in a direct, significant impact to sensitive receivers located along Washington Street and Madison Street (S4-NOS-2). – Section 3.10.4.2 a, Page 3.10-45</p> <p><i>Future Traffic Noise – New and Gated Roadways</i> Under Scenario 4, future noise levels would exceed the City residential noise compatibility criteria of 65 CNEL at all residences located adjacent to Overlook Parkway between Alessandro Boulevard and Washington Street. However, as discussed above, existing walls have already been constructed in these locations. Impacts at these residences would be less than significant. Additionally, noise levels would exceed 65 CNEL at the residences</p>	<p><i>Issue 1 – Future Traffic Noise Existing Roadways</i></p> <p><i>Gates Closed Baseline Comparison</i> No impacts associated with off-site improvements would occur. – Section 3.10.4.2 a, Page 3.10-45</p> <p><i>Gates Open Baseline Comparison</i> No impacts would occur from implementation of off-site improvements. – Section 3.10.4.2 a, Page 3.10-45</p> <p><i>Future Traffic Noise – New and Gated Roadways</i> No impacts associated with off-site improvements would occur. – Section 3.10.4.2 b, Pages 3.10-45 – 3.10-46</p>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><i>Issue 1 – Future Traffic Noise New and Gated Roadways</i></p> <p>No new roadways would be constructed under Scenario 1. The gates on Crystal View Parkway and Green Orchard Place would remain in place and closed, preventing pass-through traffic. Impacts would be less than significant. – Section 3.10.4.2 b, Page 3.10-45</p>	<p><i>Issue 1 – Future Traffic Noise New and Gated Roadways</i></p> <p>Under Scenario 2, future noise levels would be less than the City residential noise compatibility criteria of 65 CNEL at residences located adjacent to the portions of Crystal View Terrace, Green Orchard Place, and Overlook Parkway that would experience new pass-through traffic after the removal of the gates. Impacts would be less than significant. – Section 3.10.4.2 b, Page 3.10-46</p>	<p>area immediately adjacent to the proposed fill-crossing and bridge. Noise impacts adjacent to these new roadway segments would be less than significant. Noise levels at residences adjacent to Crystal View Terrace and Green Orchard Place would also be less than significant. – Section 3.10.4.2 b, Pages 3.10-45 – 3.10-46</p> <p><i>Issue 1 – Future Traffic Noise New and Gated Roadways</i></p> <p>Under Scenario 3, future noise levels would exceed the City residential noise compatibility criteria of 65 CNEL at all residences located adjacent to Overlook Parkway between Alessandro Boulevard and Washington Street. However, as discussed above, existing walls have already been constructed in these locations. Impacts at these residences would be less than significant. There are no residences located within the 65 CNEL contour line in the area immediately adjacent to the proposed fill-crossing and bridge. Noise impacts adjacent to these new roadway segments would be less than significant. Noise levels at residences adjacent to Crystal View Terrace and Green Orchard Place would also be less than significant. – Section 3.10.4.2 b, Page 3.10-46</p>	<p>located west of Washington Street between Overlook Parkway and Gladys Road. However, as discussed above, these walls would reduce noise levels, but not to a level less than significant. Impacts at these residences would be significant (S4-NOS-3).</p> <p>There are no residences located within the 65 CNEL contour line in the area immediately adjacent to the proposed fill-crossing and bridge. Noise impacts adjacent to these new roadway segments would be less than significant.</p> <p>The remaining portion of the Proposed C Street (between Dufferin Avenue and Victoria Avenue) would be adjacent to agricultural land and would not exceed the City of Riverside agricultural compatibility noise level limits and noise impacts would be less than significant. As also shown, noise levels at residences adjacent to Crystal View Terrace and Green Orchard Place would be less than significant. – Section 3.10.4.2 b, Pages 3.10-45 – 3.10-46</p> <p><i>Issue 1 – Future Traffic Noise New and Gated Roadways</i></p> <p>Under Scenario 4, future noise levels would exceed the City residential noise compatibility criteria of 65 CNEL at all residences located adjacent to Overlook Parkway between Alessandro Boulevard and Washington Street. However, as discussed above, existing walls have already been constructed in these locations. Impacts at these residences would be less than significant. Additionally, noise levels would exceed 65 CNEL at the residences located west of Washington Street between Overlook Parkway and Gladys Road. However, as discussed above, these walls would reduce noise levels, but not to a level less than significant. Impacts at these residences would be significant (S4-NOS-3).</p> <p>There are no residences located within the 65 CNEL contour line in the area immediately adjacent to the proposed fill-crossing and bridge. Noise impacts adjacent to these new roadway segments would be less than significant.</p> <p>The remaining portion of the Proposed C Street (between Dufferin Avenue and Victoria Avenue) would be adjacent to agricultural land</p>	<p><i>Issue 1 – Future Traffic Noise New and Gated Roadways</i></p> <p>No impacts associated with off-site improvements would occur. – Section 3.10.4.2 b, Page 3.10-46</p>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><i>Issue 1 – Future Traffic Noise Construction Noise</i> No construction would occur under Scenarios 1 and 2, and construction noise impacts would be less than significant. – Section 3.10.4.2 c, Page 3.10-46</p>	<p><i>Issue 1 – Future Traffic Noise Construction Noise</i> No construction would occur under Scenarios 1 and 2, and construction noise impacts would be less than significant. – Section 3.10.4.2 c, Page 3.10-46</p>	<p><i>Issue 1 – Future Traffic Noise Construction Noise</i> Under Scenarios 3 and 4, because construction activities would be limited to the times discussed above, would not exceed 75 dB(A) L_{eq}, and would not occur at nighttime, on Sundays, or on federal holidays, construction noise impacts would be less than significant. – Section 3.10.4.2 c, Page 3.10-47</p>	<p>and would not exceed the City of Riverside agricultural compatibility noise level limits and noise impacts would be less than significant. As also shown, noise levels at residences adjacent to Crystal View Terrace and Green Orchard Place would be less than significant. – Section 3.10.4.2 b, Page 3.10-46</p> <p><i>Issue 1 – Future Traffic Noise Construction Noise</i> Under Scenarios 3 and 4, because construction activities would be limited to the times discussed above, would not exceed 75 dB(A) L_{eq}, and would not occur at nighttime, on Sundays, or on federal holidays, construction noise impacts would be less than significant. – Section 3.10.4.2 c, Page 3.10-47</p>	<p><i>Issue 1 – Future Traffic Noise Construction Noise</i> No impacts would occur from implementation of off-site improvements. – Section 3.10.4.2 c, Page 3.10-47</p>
	<p><i>Issue 2 – Permanent Ambient Noise Increase</i> Impacts from Scenarios 1 and 2 would be less than significant. – Section 3.10.5.2, Page 3.10-48</p>	<p><i>Issue 2 – Permanent Ambient Noise Increase</i> Impacts from Scenarios 1 and 2 would be less than significant. – Section 3.10.5.2, Page 3.10-48</p>	<p><i>Issue 2 – Permanent Ambient Noise Increase</i> Scenarios 3 and 4 would result in significant traffic noise impacts at existing residences located adjacent to Washington Street and Madison Street (S3-NOS-1, S4-NOS-1, S4-NOS-2, and S4-NOS-3). This permanent increase in ambient noise would be significant. – Section 3.10.5.2, Page 3.10-48</p>	<p><i>Issue 2 – Permanent Ambient Noise Increase</i> Scenarios 3 and 4 would result in significant traffic noise impacts at existing residences located adjacent to Washington Street and Madison Street (S3-NOS-1, S4-NOS-1, S4-NOS-2, and S4-NOS-3). This permanent increase in ambient noise would be significant. – Section 3.10.5.2, Page 3.10-48</p>	<p><i>Issue 2 – Permanent Ambient Noise Increase</i> No impacts from off-site improvements would occur. – Section 3.10.5.2, Page 3.10-48</p>
	<p><i>Issue 3 – Temporary Ambient Noise Increase</i> Scenarios 1 and 2 would not require construction, and therefore, no impact would result. – Section 3.10.6.2, Page 3.10-49</p>	<p><i>Issue 3 – Temporary Ambient Noise Increase</i> Scenarios 1 and 2 would not require construction, and therefore, no impact would result. – Section 3.10.6.2, Page 3.10-49</p>	<p><i>Issue 3 – Temporary Ambient Noise Increase</i> A temporary increase in ambient noise would result from Project construction under Scenarios 3 and 4. Construction noise under each of the proposed scenarios is discussed in Section 3.10.4.1 above. Because construction activities would be limited to the times discussed above, would not exceed 75 dB(A) L_{eq}, and would not occur at nighttime, on Sundays, or on federal holidays, construction noise impacts would be less than significant. – Section 3.10.6.2, Page 3.10-49</p>	<p><i>Issue 3 – Temporary Ambient Noise Increase</i> A temporary increase in ambient noise would result from Project construction under Scenarios 3 and 4. Construction noise under each of the proposed scenarios is discussed in Section 3.10.4.1 above. Because construction activities would be limited to the times discussed above, would not exceed 75 dB(A) L_{eq}, and would not occur at nighttime, on Sundays, or on federal holidays, construction noise impacts would be less than significant. – Section 3.10.6.2, Page 3.10-49</p>	<p><i>Issue 3 – Temporary Ambient Noise Increase</i> Construction of the off-site improvements would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. However, because of the short duration of these off-site improvements, impacts are considered less than significant. – Section 3.10.6.2, Page 3.10-49</p>
Results of Impact Analysis	<p><i>Issue 1 – Future Traffic Noise Existing Roadways</i> <i>Gates Closed Baseline Comparison</i> N/A</p> <p><i>Gates Open Baseline Comparison</i> N/A</p>	<p><i>Issue 1 – Future Traffic Noise Existing Roadways</i> <i>Gates Closed Baseline Comparison</i> N/A</p> <p><i>Gates Open Baseline Comparison</i> N/A</p>	<p><i>Issue 1 – Future Traffic Noise Existing Roadways</i> <i>Gates Closed Baseline Comparison</i> S3-NOS-1 Under Scenario 3, noise levels at 50 feet from the centerline of Madison Avenue between Victoria Avenue and Lincoln Avenue, and Washington Street between Overlook Parkway and Engel Drive would exceed 65 CNEL. This would result in a direct, significant impact to sensitive receivers located along Washington Street and Madison Street. – Table S-1, Page S-25</p> <p><i>Gates Open Baseline Comparison</i> N/A</p>	<p><i>Issue 1 – Future Traffic Noise Existing Roadways</i> <i>Gates Closed Baseline Comparison</i> S4-NOS-1: Noise levels at 50 feet from the centerline of Madison Avenue between Washington Street and Railroad Avenue would exceed 65 CNEL. This would result in a direct significant impact to sensitive receivers located along Washington Street and Madison Street. – Table S-1, Page S-42</p> <p><i>Gates Open Baseline Comparison</i> S4-NOS-2: Scenario 4 would result in the same impacts identified above under Gates Closed Baseline Comparison. Scenario 4</p>	<p><i>Issue 1 – Future Traffic Noise Existing Roadways</i> <i>Gates Closed Baseline Comparison</i> N/A</p> <p><i>Gates Open Baseline Comparison</i> N/A</p>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><i>Issue 1 – Future Traffic Noise New and Gated Roadways</i> N/A</p> <p><i>Issue 2 – Permanent Ambient Noise Increase</i> N/A</p>	<p><i>Issue 1 – Future Traffic Noise New and Gated Roadways</i> N/A</p> <p><i>Issue 2 – Permanent Ambient Noise Increase</i> N/A</p>	<p><i>Issue 1 – Future Traffic Noise New and Gated Roadways</i> N/A</p> <p><i>Issue 2 – Permanent Ambient Noise Increase</i> S3-NOS-1: A permanent increase in ambient noise levels would result from the change in traffic patterns on roadways in the Project vicinity. These traffic noise impacts are discussed above. Scenario 3 would result in significant traffic noise impacts at existing residences located adjacent to Madison Street. – Table S-1, Page S-25</p>	<p>would result in a direct, significant impact to sensitive receivers located along Washington Street and Madison Street. – Table S-1, Page S-42</p> <p><i>Issue 1 – Future Traffic Noise New and Gated Roadways</i> S4-NOS-3: Under Scenario 4, future noise levels would exceed the City residential noise compatibility criteria of 65 CNEL at all residences located west of Washington Street between Overlook Parkway and Gladys Road. Existing reverse frontage walls along these segments would reduce noise levels, but not to a level less than significant. Impacts at these residences would be significant. – Table S-1, Page S-42</p> <p><i>Issue 2 – Permanent Ambient Noise Increase</i> A permanent increase in ambient noise levels from traffic would exceed the threshold for sensitive receptors at existing residences located adjacent to Madison Street and Washington Street (see S3-NOS-1, S4-NOS-1, S4-NOS-2, and S4-NOS-3). – Table S-1, Page S-43</p>	<p><i>Issue 1 – Future Traffic Noise New and Gated Roadways</i> N/A</p> <p><i>Issue 2 – Permanent Ambient Noise Increase</i> N/A</p>
Needed Mitigation Measures	N/A	N/A	N/A	N/A	N/A
Significant Impacts That Cannot be Mitigated	<p><i>Issue 1 – Future Traffic Noise Existing Roadways</i> <i>Gates Closed and Open Baseline Comparisons</i> N/A</p> <p><i>Issue 1 – Future Traffic Noise New and Gated Roadways</i> N/A</p> <p><i>Issue 2 – Permanent Ambient Noise Increase</i> N/A</p>	<p><i>Issue 1 – Future Traffic Noise Existing Roadways</i> <i>Gates Closed and Open Baseline Comparisons</i> N/A</p> <p><i>Issue 1 – Future Traffic Noise New and Gated Roadways</i> N/A</p> <p><i>Issue 2 – Permanent Ambient Noise Increase</i> N/A</p>	<p><i>Issue 1 – Future Traffic Noise Existing Roadways</i> <i>Gates Closed and Open Baseline Comparisons</i> Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Impacts for both the Gates Closed and Gates Open condition under Scenarios 3 and 4 would remain significant and unavoidable. – Section 3.10.4.3 a, Page 3.10-47</p> <p><i>Issue 1 – Future Traffic Noise New and Gated Roadways</i> N/A</p> <p><i>Issue 2 – Permanent Ambient Noise Increase</i> Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Impacts under Scenario 3 would remain significant and unavoidable. – Section 3.10.5.3, Page 3.10-48.</p> <p><u>This will be corrected to read as noted here in the Final EIR Errata.</u></p>	<p><i>Issue 1 – Future Traffic Noise Existing Roadways</i> <i>Gates Closed and Open Baseline Comparisons</i> Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Impacts for both the Gates Closed and Gates Open condition under Scenarios 3 and 4 would remain significant and unavoidable. – Section 3.10.4.3 a, Page 3.10-47</p> <p><i>Issue 1 – Future Traffic Noise New and Gated Roadways</i> As discussed above, mitigation is infeasible and this impact under Scenario 4 would remain significant and unavoidable. – Section 3.10.4.3 b, Page 3.10-47</p> <p><i>Issue 2 – Permanent Ambient Noise Increase</i> Impacts due to Scenarios 3 and 4 would remain significant and unavoidable. – Section 3.10.5.3, Page 3.10-48.</p> <p><u>This will be corrected to read as noted here in the Final EIR Errata.</u></p>	<p><i>Issue 1 – Future Traffic Noise Existing Roadways</i> <i>Gates Closed and Open Baseline Comparisons</i> N/A</p> <p><i>Issue 1 – Future Traffic Noise New and Gated Roadways</i> N/A</p> <p><i>Issue 2 – Permanent Ambient Noise Increase</i> N/A</p>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
<i>Transportation/Traffic – Pages 3.11-1 – 3.11-174</i>					
Significance of Impacts	<p><i>Issue 1 – Circulation System</i> <i>City of Riverside Significance Criteria</i> Tables 3.11-37 and 3.11-38 summarize the intersection and roadway link impacts for each scenario, compared to each baseline, in Year 2011 and Year 2035. A summary of each scenario in the existing (Year 2011) and buildout (Year 2035) condition against each baseline is provided below. – Section 3.11.4.2 a, Page 3.11-104</p> <p><i>Year 2011 – Gates Closed</i> No impacts would result from Scenario 1, as this scenario represents the Gates Closed baseline. – Section 3.11.4.2 a, Page 3.11-104</p> <p><i>Year 2011 – Gates Open</i> Scenario 1 would have no impact on any intersections but would have a significant impact at one roadway link (S1-LINK-1). – Section 3.11.4.2 a, Page 3.11-104</p> <p><i>Year 2035 – Gates Closed</i> No impacts would result from Scenario 1, as this scenario represents the Gates Closed baseline. – Section 3.11.4.2 a, Page 3.11-107</p> <p><i>Year 2035 – Gates Open</i> Scenario 1 would have a significant impact at five intersections (S1-INT-1 through S1-INT-4) and eight roadway links (S1-LINK-2 through S1-LINK-9). – Section 3.11.4.2 a, Page 3.11-107</p> <p><i>Issue 1 – Circulation System</i> <i>Construction Traffic</i> Because the proposed construction of any of the Project scenarios will generate less than 50 peak hour trips, no significant impacts are expected at any of the local intersections or roadway links. – Section 3.11.4.2 b, Page 3.11-107</p> <p><i>Issue 1 – Circulation System</i> <i>Potential Cut-through Traffic</i> N/A</p>	<p><i>Circulation System</i> <i>City of Riverside Significance Criteria</i> Tables 3.11-37 and 3.11-38 summarize the intersection and roadway link impacts for each scenario, compared to each baseline, in Year 2011 and Year 2035. A summary of each scenario in the existing (Year 2011) and buildout (Year 2035) condition against each baseline is provided below. – Section 3.11.4.2 a, Page 3.11-104</p> <p><i>Year 2011 – Gates Closed</i> Scenario 2 would have a significant impact at one intersection (S2-INT-1) and one roadway link (S2-LINK-1). – Section 3.11.4.2 a, Page 3.11-104</p> <p><i>Year 2011 – Gates Open</i> No impacts would result from Scenario 2, as this scenario represents the Gates Open baseline. – Section 3.11.4.2 a, Page 3.11-107</p> <p><i>Year 2035 – Gates Closed</i> Scenario 2 would have a significant impact at 12 intersections (S2-INT-2 through S2-INT-10) and six roadway links (S2-LINK-2 through S2-LINK-7). – Section 3.11.4.2 a, Page 3.11-107</p> <p><i>Year 2035 – Gates Open</i> No impacts would result from Scenario 2, as this scenario represents the Gates Open baseline. – Section 3.11.4.2 a, Page 3.11-107</p> <p><i>Issue 1 – Circulation System</i> <i>Construction Traffic</i> Because the proposed construction of any of the Project scenarios will generate less than 50 peak hour trips, no significant impacts are expected at any of the local intersections or roadway links. – Section 3.11.4.2 b, Page 3.11-107</p> <p><i>Issue 1 – Circulation System</i> <i>Potential Cut-through Traffic</i> N/A</p>	<p><i>Circulation System</i> <i>City of Riverside Significance Criteria</i> Tables 3.11-37 and 3.11-38 summarize the intersection and roadway link impacts for each scenario, compared to each baseline, in Year 2011 and Year 2035. A summary of each scenario in the existing (Year 2011) and buildout (Year 2035) condition against each baseline is provided below. – Section 3.11.4.2 a, Page 3.11-104</p> <p><i>Year 2011 – Gates Closed</i> Scenario 3 would have a significant impact at one intersection (S3-INT-1) and one roadway link (S3-LINK-1). – Section 3.11.4.2 a, Page 3.11-104</p> <p><i>Year 2011 – Gates Open</i> Scenario 3 would have a significant impact at one intersection (S3-INT-2) and one roadway link (S3-LINK-2). – Section 3.11.4.2 a, Page 3.11-107</p> <p><i>Year 2035 – Gates Closed</i> Scenario 3 would have a significant impact at 16 intersections (S3-INT-3 through S3-INT-15) and five roadway links (S3-LINK-3 through S3-LINK-7). – Section 3.11.4.2 a, Page 3.11-107</p> <p><i>Year 2035 – Gates Open</i> Scenario 3 would have a significant impact at 14 intersections (S3-INT-16 through S3-INT-23) and five roadway links (S3-LINK-8 through S3-LINK-12). – Section 3.11.4.2 a, Page 3.11-107</p> <p><i>Issue 1 – Circulation System</i> <i>Construction Traffic</i> Because the proposed construction of any of the Project scenarios will generate less than 50 peak hour trips, no significant impacts are expected at any of the local intersections or roadway links. – Section 3.11.4.2 b, Page 3.11-107</p> <p><i>Issue 1 – Circulation System</i> <i>Potential Cut-through Traffic</i> The analysis examined the numbers of new vehicles coming into the Project vicinity that can be attributed to cut-through traffic as a result of new roadways and connections under</p>	<p><i>Circulation System</i> <i>City of Riverside Significance Criteria</i> Tables 3.11-37 and 3.11-38 summarize the intersection and roadway link impacts for each scenario, compared to each baseline, in Year 2011 and Year 2035. A summary of each scenario in the existing (Year 2011) and buildout (Year 2035) condition against each baseline is provided below. – Section 3.11.4.2 a, Page 3.11-104</p> <p><i>Year 2011 – Gates Closed</i> Scenario 4 would have a significant impact at five intersections (S4-INT-1 through S4-INT-4) and one roadway link (S4-LINK-1). – Section 3.11.4.2 a, Page 3.11-104</p> <p><i>Year 2011 – Gates Open</i> Scenario 4 would have a significant impact at five intersections (S4-INT-5 through S4-INT-8) and one roadway link (S4-LINK-2). – Section 3.11.4.2 a, Page 3.11-107</p> <p><i>Year 2035 – Gates Closed</i> Scenario 4 would have a significant impact at 12 intersections (S4-INT-9 through S4-INT-19) and five roadway links (S4-LINK-3 through S4-LINK-7). – Section 3.11.4.2 a, Page 3.11-107</p> <p><i>Year 2035 – Gates Open</i> Scenario 4 would have a significant impact at nine locations (S4-INT-20 through S4-INT-27) and five roadway links (S4-LINK-8 through S4-LINK-12). – Section 3.11.4.2 a, Page 3.11-107</p> <p><i>Issue 1 – Circulation System</i> <i>Construction Traffic</i> Because the proposed construction of any of the Project scenarios will generate less than 50 peak hour trips, no significant impacts are expected at any of the local intersections or roadway links. – Section 3.11.4.2 b, Page 3.11-107</p> <p><i>Issue 1 – Circulation System</i> <i>Potential Cut-through Traffic</i> The analysis examined the numbers of new vehicles coming into the Project vicinity that can be attributed to cut-through traffic as a result of new roadways and connections under</p>	<p><i>Circulation System</i> <i>City of Riverside Significance Criteria</i> It should also be noted that the “off-site improvements” analyzed throughout the EIR are the intersection-related mitigation measures which are intended to reduce impacts under each scenario (detailed at the end of this section). Thus, the off-site improvements are not analyzed under Issue 1. However, the off-site improvements are analyzed against other transportation/traffic issues in this section (i.e., Issues 2–5) – Section 3.11.4a</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p><i>Year 2011 – Gates Closed</i> N/A</p> <p><i>Year 2011 – Gates Open</i> N/A</p> <p><i>Year 2035 – Gates Closed</i> N/A</p> <p><i>Year 2035 – Gates Open</i> N/A</p> <p><i>Issue 1 – Circulation System</i> <i>Construction Traffic</i> N/A</p> <p><i>Issue 1 – Circulation System</i> <i>Potential Cut-through Traffic</i> N/A</p>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
			Scenarios 3 and 4. The analysis shows that for both 2011 and 2035 conditions, impacts would be less than significant . – Section 3.11.4.2 c, Page 3.11-108	Scenarios 3 and 4. The analysis shows that for both 2011 and 2035 conditions, impacts would be less than significant . – Section 3.11.4.2 c, Page 3.11-108	
	Issue 2 – Conflict with Congestion Management Programs Scenario 1 would have no impact on CMP intersections . This scenario would have a significant and unavoidable impact on one CMP roadway link in 2011 and two links in the Year 2035. Impacts would be significant (S1-CMP-1) . – Section 3.11.5.2, Page 3.11-162	Issue 2 – Conflict with Congestion Management Programs Scenario 2 would have no impact on CMP intersections in 2011; and would have a significant and unavoidable impact on two CMP intersections in 2035. This scenario would have a significant and unavoidable impact on one CMP roadway link in 2011 and three CMP roadway links in 2035. Impacts would be significant (S2-CMP-1) . – Section 3.11.5.2, Page 3.11-162	Issue 2 – Conflict with Congestion Management Programs With mitigation incorporated, Scenario 3 would have a less than significant impact on one CMP intersection in 2011 and 2035; and would have a significant and unavoidable impact on one CMP intersection in 2035. This scenario would have a significant and unavoidable impact on one CMP roadway link in 2011 and two CMP roadway links in 2035. Impacts would be significant (S3-CMP-1) . – Section 3.11.5.2, Page 3.11-162	Issue 2 – Conflict with Congestion Management Programs With mitigation incorporated, Scenario 4 would have a less than significant impact on one CMP intersection in 2011; and would have a significant and unavoidable impact on one CMP intersection in 2035. This scenario would have a significant and unavoidable impact on one CMP roadway link in 2011 and two CMP roadway links in 2035. Impacts would be significant (S4-CMP-1) . – Section 3.11.5.2, Page 3.11-162	Issue 2 – Conflict with Congestion Management Programs Off-site improvements would not conflict with the County of Riverside CMP, as these improvements are aimed at improving traffic flow at intersections which would operate at an unacceptable LOS. Impacts would be less than significant. This will be corrected to read as noted here in the Final EIR Errata.
	Issue 3 – Emergency Access Under Scenario 1, both Crystal View Terrace and Green Orchard Place gates would remain in place and be closed and locked. Because Scenario 1 would keep the gates closed, thus adding a physical barrier to emergency access, impacts would be considered significant (S1-ES-1) and would require mitigation. – Section 3.11.6.2, Page 3.11-167	Issue 3 – Emergency Access Because Scenario 2 would remove the gates at Crystal View Terrace and Green Orchard Place, which are physical barriers to emergency access that increase response times, impacts would be less than significant . – Section 3.11.6.2, Page 3.11-167	Issue 3 – Emergency Access Scenarios 3 and 4 would remove physical barriers, such as the gates at Crystal View Terrace and Green Orchard Place and connect additional arterial streets. These improvements could provide a benefit to response times and thus emergency access. Impacts would therefore be less than significant . – Section 3.11.6.2, Page 3.11-167	Issue 3 – Emergency Access Scenarios 3 and 4 would remove physical barriers, such as the gates at Crystal View Terrace and Green Orchard Place and connect additional arterial streets. These improvements could provide a benefit to response times and thus emergency access. Impacts would therefore be less than significant . – Section 3.11.6.2, Page 3.11-167	Emergency Access The off-site improvements associated with each scenario would likely improve emergency access. These intersections are currently unsignalized, which generally takes emergency responders longer to get through as compared to signalized intersections. Thus, impacts associated with emergency access would be less than significant. This will be corrected to read as noted here in the Final EIR Errata.
	Issue 4 – Traffic Hazards Scenarios 1 and 2 would not include the construction of new roadways. If Scenario 1 is implemented, permanent signs would remain near the gates and Overlook Parkway that clearly indicate dead end streets. Impacts would be less than significant . – Section 3.11.7.2, Page 3.11-170 This will be corrected to read as noted here in the Final EIR Errata.	Issue 4 – Traffic Hazards Scenarios 1 and 2 would not include the construction of new roadways. If Scenario 1 is implemented, permanent signs would remain near the gates and Overlook Parkway that clearly indicate dead end streets. Impacts would be less than significant . – Section 3.11.7.2, Page 3.11-170 This will be corrected to read as noted here in the Final EIR Errata.	Issue 4 – Traffic Hazards Scenario 3 proposes to complete roadway improvements along Overlook Parkway. Designs accommodate new sidewalks and bike lanes consistent with City design standards for arterials. Scenario 4 involves the construction of new roadways and intersection improvements. The Proposed C Street and required intersection improvements have been designed to conform to all federal, state, and local roadway design guidelines. Impacts would be less than significant . – Section 3.11.7.2, Page 3.11-170	Issue 4 – Traffic Hazards Scenario 3 proposes to complete roadway improvements along Overlook Parkway. Designs accommodate new sidewalks and bike lanes consistent with City design standards for arterials. Scenario 4 involves the construction of new roadways and intersection improvements. The Proposed C Street and required intersection improvements have been designed to conform to all federal, state, and local roadway design guidelines. Impacts would be less than significant . – Section 3.11.7.2, Page 3.11-170	Issue 4 – Traffic Hazards Impacts associated with off-site improvements would be less than significant . – Section 3.11.7.2, Page 3.11-170
	Issue 5 – Conflict with Alternate Transportation Policies Scenarios 1 and 2 would not provide alternative transportation routes or facilities, but would not preclude roadways, bike lanes, etc. from being constructed in the future as set forth in the General Plan 2025 and the Bicycle Master Plan, and impacts would be less than significant . – Section 3.11.8.2, Page 3.11-174	Issue 5 – Conflict with Alternate Transportation Policies Scenarios 1 and 2 would not provide alternative transportation routes or facilities, but would not preclude roadways, bike lanes, etc. from being constructed in the future as set forth in the General Plan 2025 and the Bicycle Master Plan, and impacts would be less than significant . – Section 3.11.8.2, Page 3.11-174	Issue 5 – Conflict with Alternate Transportation Policies Scenario 3 would not conflict with alternate transportation policies set forth in the General Plan 2025 and the Bicycle Master Plan, as Overlook Parkway would be connected easterly to Alessandro Boulevard, thus creating new pedestrian and bicycle linkages as called for in each plan. Additionally, the connection to Alessandro Boulevard would also provide additional access for transit riders, as there are two bus routes that run along Alessandro	Issue 5 – Conflict with Alternate Transportation Policies Scenario 4 would provide a linkage from Overlook Parkway to Alessandro Boulevard. Scenario 4 would complement and enhance alternate transportation policies set forth in the General Plan 2025 and the Bicycle Master Plan near Overlook Parkway. Overall, impacts would be considered less than significant . – Section 3.11.8.2, Page 3.11-174	Issue 5 – Conflict with Alternate Transportation Policies No impacts would be associated with off-site improvements. – Section 3.11.8.2, Page 3.11-174

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
			Boulevard. Overall, impacts would be less than significant . – Section 3.11.8.2, Page 3.11-174		
Results of Impact Analysis	<i>Issue 1 – Circulation System</i> <i>City of Riverside Significance Criteria</i> <i>Year 2011 – Gates Closed</i> N/A	<i>Issue 1 – Circulation System</i> <i>City of Riverside Significance Criteria</i> <i>Year 2011 – Gates Closed</i> <u>Intersections</u> S2-INT-1: 8. Washington Street at Victoria Avenue <i>See MM-S2-INT-1 that will make this issue less than significant with mitigation.</i> <u>Links</u> This scenario would have a significant impact at one roadway link. S2-LINK-1: 20. Alessandro Boulevard south of Canyon Crest Drive <i>The General Plan 2025 recognizes this link as a location that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i> <i>This link will have significant and unavoidable impacts.</i> Table S-1, Page S-16	<i>Issue 1 – Circulation System</i> <i>City of Riverside Significance Criteria</i> <i>Year 2011 – Gates Closed</i> <u>Intersections</u> S3-INT-1: 14. Alessandro Boulevard at Overlook Parkway <i>See MM-S3-INT-1 that will make this issue less than significant with mitigation.</i> <u>Links</u> This scenario would have a significant impact at one roadway link. S3-LINK-1 20. Alessandro Boulevard south of Canyon Crest Drive <i>The General Plan 2025 recognizes this link as a location that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i> <i>This link will have significant and unavoidable impacts.</i> Table S-1, Pages S-25 – S-26	<i>Issue 1 – Circulation System</i> <i>City of Riverside Significance Criteria</i> <i>Year 2011 – Gates Closed</i> <u>Intersections</u> Scenario 4 would impact intersections and links when compared to the Gates Closed and Gates Open baselines in the Year 2011 and Year 2035. . S4-INT-1: 5A. Madison Street at Victoria Avenue (North) 5B. Madison Street at Victoria Avenue (South) <i>See MM-S4-INT-1 that will make this issue less than significant with mitigation.</i> S4-INT-2: 14. Alessandro Boulevard at Overlook Parkway <i>See MM-S4-INT-2 that will make this issue less than significant with mitigation.</i> S4-INT-3: 17. Kingdom Drive at Overlook Parkway <i>See MM-S4-INT-3 that will make this issue less than significant with mitigation.</i> S4-INT-4: 28. Orozco Drive at Overlook Parkway <i>See MM-S4-INT-4 that will make this issue less than significant with mitigation.</i> <u>Links</u> This scenario would have a significant impact at one roadway link. S4-LINK-1: 20. Alessandro Boulevard south of Canyon Crest Drive <i>The General Plan 2025 recognizes this link as a location that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i>	<i>Issue 1 – Circulation System</i> <i>City of Riverside Significance Criteria</i> <i>Year 2011 – Gates Closed</i> N/A

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><u>Year 2011 – Gates Open</u></p> <p><u>Links</u> This scenario would have a significant impact at one roadway link.</p> <p>S1-LINK-1: 15. Trautwein Road north of John F. Kennedy Drive</p> <p><i>The General Plan 2025 recognizes this link as a location that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>This link will have significant and unavoidable impacts.</i></p> <p>Table S-1, Page S-11</p>	<p><u>Year 2011 – Gates Open</u> N/A</p>	<p><u>Year 2011 – Gates Open</u></p> <p><u>Intersections</u></p> <p>S3-INT-2: 14. Alessandro Boulevard at Overlook Parkway</p> <p><i>See MM-S3-INT-1 that will make this issue less than significant with mitigation.</i></p> <p><u>Links</u> This scenario would have a significant impact at one roadway link. (S3-LINK-2).</p> <p>S3-LINK-2: 20. Alessandro Boulevard south of Canyon Crest Drive</p> <p><i>The General Plan 2025 recognizes this link as a location that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>This link will have significant and unavoidable impacts.</i></p> <p>Table S-1, Pages S-26 – S-27</p>	<p><i>This link will have significant and unavoidable impacts.</i></p> <p>Table S-1, Pages S-43 – S-44 <u>Year 2011 – Gates Open</u></p> <p><u>Intersections</u></p> <p>S4-INT-5: 5A. Madison Street at Victoria Avenue (North) 5B. Madison Street at Victoria Avenue (South)</p> <p><i>See MM-S4-INT-1 that will make this issue less than significant with mitigation.</i></p> <p>S4-INT-6: 14. Alessandro Boulevard at Overlook Parkway</p> <p><i>See MM-S4-INT-2 that will make this issue less than significant with mitigation.</i></p> <p>S4-INT-7: 17. Kingdom Drive at Overlook Parkway</p> <p><i>See MM-S4-INT-3 that will make this issue less than significant with mitigation.</i></p> <p>S4-INT-8: 28. Orozco Drive at Overlook Parkway</p> <p><i>See MM-S4-INT-4 that will make this issue less than significant with mitigation.</i></p> <p><u>Links</u> This scenario would have a significant impact at one roadway link.</p> <p>S4-LINK-2: 20. Alessandro Boulevard south of Canyon Crest Drive</p> <p><i>The General Plan 2025 recognizes this link as a location that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>This link will have significant and unavoidable impacts.</i></p>	<p><u>Year 2011 – Gates Open</u> N/A</p>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<u>Year 2035 – Gates Closed</u> N/A	<u>Year 2035 – Gates Closed</u> <u>Intersections</u> S2-INT-2: 3. Madison Street at Indiana Avenue <i>See MM-S2-INT-2 that will make this issue less than significant with mitigation.</i> S2-INT-3: 5A. Madison Street at Victoria Avenue (North) 5B. Madison Street at Victoria Avenue (South) <i>See MM-S2-INT-3 that will make this issue less than significant with mitigation.</i> S2-INT-4: 7. Washington Street at Lincoln Avenue <i>See MM-S2-INT-4 that will make this issue less than significant with mitigation.</i> S2-INT-5: 8A. Washington Street at Victoria Avenue (North) 8B. Washington Street at Victoria Avenue (South) <i>See MM-S2-INT-5. Even with this mitigation measure this Intersection will have significant and unavoidable impacts.</i> S2-INT-6: 12. Victoria Avenue at Arlington Avenue <i>See MM-S2-INT-6 that will make this issue less than significant with mitigation.</i> S2-INT-7: 13. Alessandro Boulevard at Arlington Avenue <i>No feasible mitigation measure was identified and this Intersection has impacts that are significant and unavoidable.</i> S2-INT-8: 14. Alessandro Boulevard at Overlook Parkway <i>A majority of the impact is due to the high volumes projected on Alessandro Boulevard in the 2035 cumulative condition. There is limited right of way on Alessandro Boulevard</i>	<u>Year 2035 – Gates Closed</u> <u>Intersections</u> S3-INT-3: 3. Madison Street at Indiana Avenue <i>See MM-S3-INT-2 that will make this issue less than significant with mitigation.</i> S3-INT-4: 5A. Madison Street at Victoria Avenue (North) 5B. Madison Street at Victoria Avenue (South) <i>See MM-S3-INT-3 that will make this issue less than significant with mitigation.</i> S3-INT-5: 7. Washington Street at Lincoln Avenue <i>See MM-S3-INT-4 that will make this issue less than significant with mitigation.</i> S3-INT-6: 8A. Washington Street at Victoria Avenue (North) 8B. Washington Street at Victoria Avenue (South) <i>See MM-S3-INT-5. Even with this mitigation measure this Intersection will have significant and unavoidable impacts.</i> S3-INT-7: 9. Washington Street at Overlook Parkway <i>See MM-S3-INT-6 that will make this issue less than significant with mitigation.</i> S3-INT-8: 12. Victoria Avenue at Arlington Avenue <i>See MM-S3-INT-7 that will make this issue less than significant with mitigation.</i> S3-INT-9: 14. Alessandro Boulevard at Overlook Parkway <i>A majority of the impact is due to the high volumes projected on Alessandro Boulevard in the 2035 cumulative condition. There is limited right of way on Alessandro Boulevard available for improvements. Changes to the</i>	<u>Year 2035 – Gates Closed</u> <u>Intersections</u> S4-INT-9: 3. Madison Street at Indiana Avenue <i>See MM-S4-INT-5 that will make this issue less than significant with mitigation.</i> S4-INT-10: 4. Madison Street at Lincoln Avenue <i>See MM-S4-INT-6 that will make this issue less than significant with mitigation.</i> S4-INT-11: 5A. Madison Street at Victoria Avenue (North) 5B. Madison Street at Victoria Avenue (South) <i>See MM-S4-INT-7. Even with this mitigation measure this Intersection will have significant and unavoidable impacts.</i> S4-INT-12: 8A. Washington Street at Victoria Avenue (North) <i>See MM-S4-INT-8. Even with this mitigation measure this Intersection will have significant and unavoidable impacts.</i> S4-INT-13: 9. Washington Street at Overlook Parkway <i>See MM-S4-INT-9 that will make this issue less than significant with mitigation.</i> S4-INT-14: 14. Alessandro Boulevard at Overlook Parkway <i>A majority of the impact is due to the high volumes projected on Alessandro Boulevard in the 2035 cumulative condition. There is limited right-of-way on Alessandro Boulevard available for improvements. Changes to the eastbound lanes on Overlook Parkway will reduce, but not fully mitigate the significant impact.</i> <i>Intersection will have significant and unavoidable impacts.</i>	<u>Year 2035 – Gates Closed</u> N/A

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
		<p>available for improvements. Changes to the eastbound lanes on Overlook Parkway will reduce, but not fully mitigate the significant impact.</p> <p><i>This Intersection will have significant and unavoidable impacts.</i></p> <p>S2-INT-9: 19. Trautwein Road at John F. Kennedy Drive</p> <p><i>See MM-S2-INT-8 that will make this issue less than significant with mitigation.</i></p> <p>S2-INT-10: 22A. Mary Street at Victoria Avenue (North) 22B. Mary Street at Victoria Avenue (South)</p> <p><i>This intersection is projected to operate at LOS F, due to the high number of vehicles that are projected to utilize Mary Street towards downtown Riverside. Addition of a traffic signal was evaluated, as well as potential mitigation measures. No mitigation measures were identified that would fully mitigate the significant impact.</i></p> <p><i>This Intersection will have significant and unavoidable impacts.</i></p> <p><u>Links</u> This scenario would have a significant impact at six roadway links. (S2-LINK-2 through S2-LINK-7).</p> <p>S2-LINK-2 through S2-LINK-5: 5. Arlington Avenue west of Alessandro Boulevard 7. Van Buren Boulevard west of Trautwein Road 8. Alessandro Boulevard west of Sycamore Canyon 9. Van Buren Boulevard west of Plummer Street</p> <p><i>The General Plan 2025 recognizes these links as locations that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These Links will have significant and</i></p>	<p>eastbound lanes on Overlook Parkway will reduce, but not fully mitigate the significant impact.</p> <p><i>This Intersection will have significant and unavoidable impacts.</i></p> <p>S3-INT-10: 16. Crystal View Terrace at Overlook Parkway</p> <p><i>See MM-S3-INT-8 that will make this issue less than significant with mitigation.</i></p> <p>S3-INT-11: 17. Kingdom Drive at Overlook Parkway</p> <p><i>See MM-S3-INT-9 that will make this issue less than significant with mitigation.</i></p> <p>S3-INT-12: 19. Trautwein Road at John F. Kennedy Drive</p> <p><i>See MM-S3-INT-10 that will make this issue less than significant with mitigation.</i></p> <p>S3-INT-13: 22A.Mary Street at Victoria Avenue (North) 22B.Mary Street at Victoria Avenue (South)</p> <p><i>Addition of a traffic signal was evaluated, as well as potential mitigation measures. No mitigation measures were identified that would fully mitigate the significant impact.</i></p> <p>S3-INT-14: 24. Hawarden Drive at Overlook Parkway</p> <p><i>See MM-S3-INT-11 that will make this issue less than significant with mitigation.</i></p> <p>S3-INT-15: 28. Orozco Drive at Overlook Parkway</p> <p><i>See MM-S3-INT-12 that will make this issue less than significant with mitigation.</i></p> <p><u>Links</u> This scenario would have a significant impact at five roadway links (S3-LINK-3 through S3-LINK-7).</p> <p>S3-LINK-3 through MM-S3-LINK-5:</p>	<p>S4-INT-15: 16. Crystal View Terrace at Overlook Parkway</p> <p><i>See MM-S4-INT-10 that will make this issue less than significant with mitigation.</i></p> <p>S4-INT-16: 17. Kingdom Drive at Overlook Parkway</p> <p><i>See MM-S4-INT-11 that will make this issue less than significant with mitigation.</i></p> <p>S4-INT-17: 19. Trautwein Road at John F. Kennedy Drive</p> <p><i>See MM-S4-INT-12 that will make this issue less than significant with mitigation.</i></p> <p>S4-INT-18: 24. Hawarden Drive at Overlook Parkway</p> <p><i>See MM-S4-INT-13 that will make this issue less than significant with mitigation.</i></p> <p>S4-INT-19: 28. Orozco Drive at Overlook Parkway</p> <p><i>See MM-S4-INT-14 that will make this issue less than significant with mitigation.</i></p> <p><u>Links</u> This scenario would have a significant impact at six links (S4-LINK-3 through S4-LINK-7).</p> <p>S4-LINK-3 through S4-LINK-5: 8. Alessandro Boulevard west of Sycamore Canyon 9. Van Buren Boulevard west of Plummer Street 20.Alessandro Boulevard south of Canyon Crest Drive</p> <p><i>The General Plan 2025 recognizes these links as locations that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These Links will have significant and unavoidable impacts.</i></p>	

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
		<p><i>unavoidable impacts.</i></p> <p>S2-LINK-6 and S2-LINK-7: 6. Berry Road west of Trautwein Road 10.Washington Street south of Victoria Avenue</p> <p><i>As stated in the General Plan 2025, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These Links will have significant and unavoidable impacts.</i></p> <p>Table S-1, Pages S-16 – S-19</p>	<p>8.Alessandro Boulevard west of Sycamore Canyon 9.Van Buren Boulevard west of Plummer Street 20.Alessandro Boulevard south of Canyon Crest Drive</p> <p><i>The General Plan 2025 recognizes these links as locations that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These Links will have significant and unavoidable impacts.</i></p> <p>S3-LINK-6 and MM-S3-LINK-7: 10.Washington Street south of Victoria Avenue 26.Mary Street north of Lincoln Avenue</p> <p><i>As stated in the General Plan 2025, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These Links will have significant and unavoidable impacts.</i></p> <p>Table S-1, Pages S-27 – S-30</p>	<p>S4-LINK-6 and S4-LINK-7: 28. Madison Street north of Victoria Avenue 29. Madison Street north of Lincoln Avenue</p> <p><i>See MM-S4-LINK-6 and MM-S4-LINK-7. However these mitigation measures do not reduce the impact to a less than significant level. As stated in the General Plan 2025, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These Links will have significant and unavoidable impacts.</i></p> <p>Table S-1, Pages S-45 – S-47</p>	
	<p><u>Year 2035 – Gates Open</u></p> <p><u>Intersections</u></p> <p>S1-INT-1: 7. Washington Street at Lincoln Avenue</p> <p><i>See MM-SI-INT-1 that will make this issue less than significant with mitigation.</i></p> <p>S1-INT-2: 8B. Washington Street at Victoria Avenue (South)</p> <p><i>See MM-SI-INT-2. However, even with mitigation this intersection will still have</i></p>	<p><u>Year 2035 – Gates Open</u> N/A</p>	<p><u>Year 2035 – Gates Open</u> N/A</p>	<p><u>Year 2035 – Gates Open</u> N/A</p>	

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><i>significant and unavoidable impacts.</i></p> <p>S1-INT-3: 20. Washington Street at Bradley Street</p> <p><i>See MM-SI-INT-3 that will make this issue less than significant with mitigation.</i></p> <p>S1-INT-4: 22A. Mary Street at Victoria Avenue (North) 22B. Mary Street at Victoria Avenue (South)</p> <p><i>This intersection is projected to operate at LOS F, due to the high number of vehicles that are projected to utilize Mary Street towards downtown Riverside. Addition of a traffic signal was evaluated, as well as potential mitigation measures. No mitigation measures were identified that would fully mitigate the significant impact.</i></p> <p><i>This intersection will have significant and unavoidable impacts.</i></p> <p><u>Links</u></p> <p>This scenario would have a significant impact at eight roadway links. (S1-LINK-2 through S1-LINK-5).</p> <p>S1-LINK-2 through S1-LINK-5: 4. Van Buren Boulevard east of Washington Street 11. Alessandro Boulevard south of Arlington Avenue 15. Trautwein Road north of John F Kennedy Drive 20. Alessandro Boulevard south of Canyon Crest Drive</p> <p><i>The General Plan 2025 recognizes these links as locations that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These links have significant and unavoidable impacts.</i></p> <p>S1-LINK-6 through S1-LINK-9: 1. Victoria Avenue east of Washington</p>		<p><i>See MM-S3-INT-3 that will make this issue less than significant with mitigation.</i></p> <p>S3-INT-18: 7. Washington Street at Lincoln Avenue</p> <p><i>See MM-S3-INT-4 that will make this issue less than significant with mitigation.</i></p> <p>S3-INT-19: 8A. Washington Street at Victoria Avenue (North) 8B. Washington Street at Victoria Avenue (South)</p> <p><i>See MM-S3-INT-5. However, even with mitigation this intersection will still have significant and unavoidable impacts.</i></p> <p>S3-INT-20: 9. Washington Street at Overlook Parkway</p> <p><i>See MM-S3-INT-6 that will make this issue less than significant with mitigation.</i></p> <p>S3-INT-21: 14. Alessandro Boulevard at Overlook Parkway</p> <p><i>A majority of the impact is due to the high volumes projected on Alessandro Boulevard in the 2035 cumulative condition. There is limited right of way on Alessandro Boulevard available for improvements. Changes to the eastbound lanes on Overlook Parkway will reduce, but not fully mitigate the significant impact.</i></p> <p><i>Impacts would remain significant and unavoidable.</i></p> <p>S3-INT-22: 16. Crystal View Terrace at Overlook Parkway</p> <p><i>See MM-S3-INT-8 that will make this issue less than significant with mitigation.</i></p> <p>S3-INT-23: 17. Kingdom Drive at Overlook Parkway</p> <p><i>See MM-S3-INT-9 that will make this issue less than significant with mitigation.</i></p>	<p><i>significant and unavoidable impacts.</i></p> <p>S4-INT-22: 9. Washington Street at Overlook Parkway</p> <p><i>See MM-S4-INT-9 that will make this issue less than significant with mitigation.</i></p> <p>S4-INT-23: 14. Alessandro Boulevard at Overlook Parkway</p> <p><i>A majority of the impact is due to the high volumes projected on Alessandro Boulevard in the 2035 cumulative condition. There is limited right-of-way on Alessandro Boulevard available for improvements. Changes to the eastbound lanes on Overlook Parkway will reduce, but not fully mitigate the significant impact.</i></p> <p><i>Impacts would remain significant and unavoidable.</i></p> <p>S4-INT-24: 16. Crystal View Terrace at Overlook Parkway</p> <p><i>See MM-S4-INT-10 that will make this issue less than significant with mitigation.</i></p> <p>S4-INT-25: 17. Kingdom Drive at Overlook Parkway</p> <p><i>See MM-S4-INT-11 that will make this issue less than significant with mitigation.</i></p> <p>S4-INT-26: 24. Hawarden Drive at Overlook Parkway</p> <p><i>See MM-S4-INT-13 that will make this issue less than significant with mitigation.</i></p> <p>S4-INT-27: 28. Orozco Drive at Overlook Parkway</p> <p><i>See MM-S4-INT-14 that will make this issue less than significant with mitigation.</i></p> <p><u>Links</u></p> <p>This scenario would have a significant impact at six links (S4-LINK-8 through S4-LINK-12).</p>	

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p>Street</p> <p>12. Washington Street north of Valle Vista Way</p> <p>16. Washington Street north of Van Buren Boulevard</p> <p>19. Mission Grove Parkway south of Alessandro Boulevard</p> <p><i>As stated in the General Plan 2025, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These links have significant and unavoidable impacts.</i></p> <p>Table S-1, Pages S-12 – S-13</p>		<p>S3-INT-24:</p> <p>22A. Mary Street at Victoria Avenue (North)</p> <p>22B. Mary Street at Victoria Avenue (South)</p> <p><i>This intersection is projected to operate at LOS F, due to the high number of vehicles that are projected to utilize Mary Street towards downtown Riverside. Addition of a traffic signal was evaluated, as well as potential mitigation measures. No mitigation measures were identified that would fully mitigate the significant impact.</i></p> <p><i>This intersection will have significant and unavoidable impacts.</i></p> <p>S3-INT-25:</p> <p>24. Hawarden Drive at Overlook Parkway</p> <p><i>See MM-S3-INT-11 that will make this issue less than significant with mitigation.</i></p> <p>S3-INT-26:</p> <p>28. Orozco Drive at Overlook Parkway</p> <p><i>See MM-S3-INT-12 that will make this issue less than significant with mitigation.</i></p> <p><u>Links</u></p> <p>This scenario would have a significant impact at five roadway links (S3-LINK-8 through S3-LINK-12).</p> <p>S3-LINK-8 and S3-LINK-9:</p> <p>8. Alessandro Boulevard west of Sycamore Canyon</p> <p>20. Alessandro Boulevard south of Canyon Crest Drive</p> <p><i>The General Plan 2025 recognizes these links as locations that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These links have significant and unavoidable impacts.</i></p> <p>S3-LINK-10 through S3-LINK-12:</p>	<p>S4-LINK-8 through S4-LINK-10:</p> <p>8. Alessandro Boulevard west of Sycamore Canyon</p> <p>9. Van Buren Boulevard west of Plummer Street</p> <p>20. Alessandro Boulevard south of Canyon Crest Drive</p> <p><i>The General Plan 2025 recognizes these links as locations that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These links have significant and unavoidable impacts.</i></p> <p>S4-LINK-11 through S4-LINK-12:</p> <p>28. Madison Street north of Victoria Avenue</p> <p>29. Madison Street north of Lincoln Avenue</p> <p><i>As stated in the General Plan 2025, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These links have significant and unavoidable impacts.</i></p> <p>Table S-1, Pages S-47 – S-49</p>	

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><i>Issue 1 – Circulation System</i> <u><i>Construction Traffic</i></u> N/A</p> <p><i>Issue 1 – Circulation System</i> <u><i>Potential Cut-through Traffic</i></u> N/A</p> <p><i>Issue 2 – Conflict with Congestion Management Programs</i> S1-CMP-1: Scenario 1 would have no impact on CMP intersections. This scenario would have a significant and unavoidable impact on one CMP roadway link in 2011 and two links in the Year 2035. Impacts would be significant. .</p> <p><i>Mitigation for impacts to intersections (including along CMP roadways) has been identified where feasible, as first detailed in Section 3.11.4.3, and restated in Section 3.11.5.1. Mitigation for roadway links was determined to be infeasible. The General Plan 2025 recognizes these CMP roadway links as locations that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable..</i></p> <p><i>This Issue will have significant and</i></p>	<p><i>Issue 1 – Circulation System</i> <u><i>Construction Traffic</i></u> N/A</p> <p><i>Issue 1 – Circulation System</i> <u><i>Potential Cut-through Traffic</i></u> N/A</p> <p><i>Issue 2 – Conflict with Congestion Management Programs</i> S2-CMP-1: Scenario 2 would have no impact on CMP intersections in 2011; and would have a significant and unavoidable impact on two CMP intersections in 2035. This scenario would have a significant and unavoidable impact on one CMP roadway link in 2011 and three CMP roadway links in 2035. Impacts would be significant.</p> <p><i>Mitigation for impacts to intersections (including along CMP roadways) has been identified where feasible, as first detailed in Section 3.11.4.3, and restated in Section 3.11.5.1. Mitigation for roadway links was determined to be infeasible. The General Plan 2025 recognizes these CMP roadway links as locations that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable</i></p>	<p>1. Victoria Avenue east of Washington Street 10. Washington Street south of Victoria Avenue 26. Mary Street north of Lincoln Avenue</p> <p><i>As stated in the General Plan 2025, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These links have significant and unavoidable impacts.</i></p> <p>Table S-1, Pages S-30 – S-32 <i>Issue 1 – Circulation System</i> <u><i>Construction Traffic</i></u> N/A</p> <p><i>Issue 1 – Circulation System</i> <u><i>Potential Cut-through Traffic</i></u> N/A</p> <p><i>Issue 2 – Conflict with Congestion Management Programs</i> S3-CMP-1: With mitigation incorporated, Scenario 3 would have a less than significant impact on one CMP intersection in 2011 and 2035; and would have a significant and unavoidable impact on one CMP intersection in 2035. This scenario would have a significant and unavoidable impact on one CMP roadway link in 2011 and two CMP roadway links in 2035. Impacts would be significant</p> <p><i>Mitigation for impacts to intersections (including along CMP roadways) has been identified where feasible, as first detailed in Section 3.11.4.3, and restated in Section 3.11.5.1. Mitigation for roadway links was determined to be infeasible. The General Plan 2025 recognizes these CMP roadway links as locations that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would</i></p>	<p><i>Issue 1 – Circulation System</i> <u><i>Construction Traffic</i></u> N/A</p> <p><i>Issue 1 – Circulation System</i> <u><i>Potential Cut-through Traffic</i></u> N/A</p> <p><i>Issue 2 – Conflict with Congestion Management Programs</i> S4-CMP-1: All of the scenarios associated with the Project would have a significant and unavoidable impact on CMP roadways, including intersections and links. Mitigation for impacts to intersections (including along CMP roadways) has been identified where feasible.</p> <p><i>Mitigation for impacts to intersections (including along CMP roadways) has been identified where feasible, as first detailed in Section 3.11.4.3, and restated in Section 3.11.5.1. Mitigation for roadway links was determined to be infeasible. The General Plan 2025 recognizes these CMP roadway links as locations that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.</i></p>	<p><i>Issue 1 – Circulation System</i> <u><i>Construction Traffic</i></u> N/A</p> <p><i>Issue 1 – Circulation System</i> <u><i>Potential Cut-through Traffic</i></u> N/A</p> <p><i>Issue 2 – Conflict with Congestion Management Programs</i> N/A</p>

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	<p>unavoidable impacts.</p> <p>Table S-1, Page S-14</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p>Issue 3 – Emergency Access S1-ES-1: Under Scenario 1, both Crystal View Terrace and Green Orchard Place gates would remain in place and be closed and locked. The locked gates add 30–60 seconds to the already excessive emergency response times, as identified by the police and fire departments. Because Scenario 1 would keep the gates closed, thus adding a physical barrier to emergency access, impacts would be considered significant and would require mitigation.</p> <p><i>See mitigation measure MM-S1-ES-1 that will make this Issue less than significant with mitigation.</i></p> <p>Table S-1, Page S-14</p> <p>Issue 4 – Traffic Hazards N/A</p> <p>Issue 5 – Conflict with Alternate Transportation Policies N/A</p>	<p><i>This Issue will have significant and unavoidable impacts.</i></p> <p>Table S-1, Page S-19</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p>Issue 3 – Emergency Access N/A</p> <p>Issue 4 – Traffic Hazards N/A</p> <p>Issue 5 – Conflict with Alternate Transportation Policies N/A</p>	<p><i>remain significant and unavoidable</i> <i>This Issue will have significant and unavoidable impacts.</i></p> <p>Table S-1, Page S-32</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p>Issue 3 – Emergency Access N/A</p> <p>Issue 4 – Traffic Hazards N/A</p> <p>Issue 5 – Conflict with Alternate Transportation Policies N/A</p>	<p><i>This Issue will have significant and unavoidable impacts.</i></p> <p>Table S-1, Page S-49</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p>Issue 3 – Emergency Access N/A</p> <p>Issue 4 – Traffic Hazards N/A</p> <p>Issue 5 – Conflict with Alternate Transportation Policies N/A</p>	<p>Issue 3 – Emergency Access N/A</p> <p>Issue 4 – Traffic Hazards N/A</p> <p>Issue 5 – Conflict with Alternate Transportation Policies N/A</p>
Needed Mitigation Measures	<p>Issue 1 – Circulation System <u>City of Riverside Significance Criteria</u> <u>Year 2011 – Gates Closed</u> N/A</p>	<p>Issue 1 – Circulation System <u>City of Riverside Significance Criteria</u> <u>Year 2011 – Gates Closed</u></p> <p><u>Intersections</u></p> <p>MM-S2-INT-:1</p> <ul style="list-style-type: none">• Signalize the intersection, include split phasing <p>Table S-1, Page S-16</p>	<p>Issue 1 – Circulation System <u>City of Riverside Significance Criteria</u> <u>Year 2011 – Gates Closed</u></p> <p><u>Intersections</u></p> <p>MM-S3-INT-1:</p> <ul style="list-style-type: none">• Add a southbound right turn lane from Alessandro Boulevard to Overlook Parkway• Reconfigure the eastbound approach on Overlook Parkway to one left-through lane and two right-turn lanes.• Modify signal operations. <p>Table S-1, Page S-25</p>	<p>Issue 1 – Circulation System <u>City of Riverside Significance Criteria</u> <u>Year 2011 – Gates Closed</u></p> <p><u>Intersections</u></p> <p>MM-S4-INT-1:</p> <ul style="list-style-type: none">• Signalize intersection, include split phasing.• Modify northbound and southbound lane configurations to have two through lanes. Northbound lanes taper back to one lane north of intersection. <p>MM-S4-INT-2:</p> <ul style="list-style-type: none">• Add a southbound right turn lane from Alessandro Boulevard to Overlook Parkway• Reconfigure the eastbound approach on Overlook Parkway to one left-through lane	<p>Issue 1 – Circulation System <u>City of Riverside Significance Criteria</u> <u>Year 2011 – Gates Closed</u> N/A</p>

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	<p><u>Year 2011 – Gates Open</u> N/A</p> <p><u>Year 2035 – Gates Closed</u> N/A</p>	<p><u>Year 2011 – Gates Open</u> N/A</p> <p><u>Year 2035 – Gates Closed</u></p> <p><u>Intersections</u></p> <p>MM-S2-INT-2:</p> <ul style="list-style-type: none">• Add a westbound right turn lane on Indiana Avenue• Add overlap phasing to the traffic signal <p>MM-S2-INT-3:</p> <ul style="list-style-type: none">• Signalize the intersection• Include split phasing• Include overlap phasing <p>MM-S2-INT-4:</p> <ul style="list-style-type: none">• Add separate left turn lanes on Washington Street in both directions• Add a separate right turn lane on eastbound Lincoln Avenue <p>MM-S2-INT-5:</p> <ul style="list-style-type: none">• Add an additional southbound through lane on Washington Street• Signalize the intersection, with split phasing <p>Implementation of this measure would not fully reduce impacts.</p> <p>MM-S2-INT-6:</p> <ul style="list-style-type: none">• Add a westbound right turn lane on	<p><u>Year 2011 – Gates Open</u></p> <p><u>Intersections</u></p> <p>See MM-S3-INT-1</p> <p>Table S-1, Pages S-26 – S-27</p> <p><u>Year 2035 – Gates Closed</u></p> <p><u>Intersections</u></p> <p>MM-S3-INT-2:</p> <ul style="list-style-type: none">• Add a westbound right turn lane on Indiana Avenue• Add overlap phasing to the traffic signal <p>MM-S3-INT-3:</p> <ul style="list-style-type: none">• Signalize the intersection• Include split phasing• Include overlap phasing <p>MM-S3-INT-4:</p> <ul style="list-style-type: none">• Add separate left turn lanes on Washington Street in both directions• Add a separate right turn lane on eastbound Lincoln Avenue <p>MM-S3-INT-5:</p> <ul style="list-style-type: none">• Add separate left turn lanes on Victoria Avenue in both directions• Signalize the intersection <p>Implementation of this measure would not fully reduce impacts.</p> <p>MM-S3-INT-6:</p> <ul style="list-style-type: none">• Add an additional southbound left turn lane	<p>and two right-turn lanes</p> <ul style="list-style-type: none">• Modify signal operations <p>MM-S4-INT-3:</p> <ul style="list-style-type: none">• Modify intersection to a four-way stop. <p>MM-S4-INT-4:</p> <ul style="list-style-type: none">• Modify intersection to a four-way stop. <p>Table S-1, Pages S-43 – S-44 <u>Year 2011 – Gates Open</u></p> <p><u>Intersections</u></p> <p>See MM-S4-INT-1</p> <p>See MM-S4-INT-2</p> <p>See MM-S4-INT-3</p> <p>See MM-S4-INT-4</p> <p>Table S-1, Pages S-44 – S-45 <u>Year 2035 – Gates Closed</u></p> <p><u>Intersections</u></p> <p>MM-S4-INT-5:</p> <ul style="list-style-type: none">• Add a westbound right turn lane on Indiana Avenue• Add overlap phasing to the traffic signal <p>MM-S4-INT-6:</p> <ul style="list-style-type: none">• Add a southbound right turn lane on Madison Street <p>MM-S4-INT-7:</p> <ul style="list-style-type: none">• Signalize intersection• Add split phasing to the signal• Add a separate eastbound right turn lane, by paving the existing 2 foot shoulder for approximately 100 feet. <p>However, this measure would not fully reduce impacts.</p> <p>MM-S4-INT-8:</p> <ul style="list-style-type: none">• Add a second southbound through lane• Signalize the intersection• Add split phasing to the signal. <p>However, this measure would not fully reduce impacts.</p>	<p><u>Year 2011 – Gates Closed</u> N/A</p> <p><u>Year 2035 – Gates Closed</u> N/A</p>

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	<p><i>Year 2035 – Gates Open</i></p> <p><u>Intersections</u></p> <p>MM-S1-INT-1:</p> <ul style="list-style-type: none">• Add separate left turn lanes on Washington Street in both directions• Add a separate right turn lane on eastbound Lincoln Avenue <p>MM-S1-INT-2:</p> <ul style="list-style-type: none">• Add separate left turn lanes on Victoria Avenue in both directions	<p>Arlington Avenue</p> <ul style="list-style-type: none">• Add overlap phasing to the traffic signal <p>MM-S2-INT-7: No feasible mitigation measure was identified.</p> <p>MM-S2-INT-8: Add a separate right turn lane on westbound John F. Kennedy Drive</p> <p>Table S-1, Pages S-16 – S-18</p> <p><i>Year 2035 – Gates Open</i></p> <p>N/A</p>	<p>on Washington Street.</p> <ul style="list-style-type: none">• Modify the westbound approach on Overlook Parkway to have one left turn lane and two right turn lanes.• Add overlap phasing to the traffic signal <p>MM-S3-INT-7:</p> <ul style="list-style-type: none">• Add a westbound right turn lane on Arlington Avenue• Add overlap phasing to the traffic signal <p>MM-S3-INT-8:</p> <ul style="list-style-type: none">• Signalize the intersection. <p>MM-S3-INT-9:</p> <ul style="list-style-type: none">• Signalize the intersection. <p>MM-S3-INT-10:</p> <ul style="list-style-type: none">• Add a separate right turn lane on westbound John F. Kennedy Drive <p>MM-S3-INT-11:</p> <ul style="list-style-type: none">• Signalize the intersection. <p>MM-S3-INT-12: Signalize the intersection.</p> <p>Table S-1, Pages S-27 – S-29</p> <p><i>Year 2035 – Gates Open</i></p> <p><u>Intersections</u></p> <p>See MM-S3-INT-2</p> <p>See MM-S3-INT-3</p> <p>See MM-S3-INT-4</p> <p>See MM-S3-INT-5; however this mitigation measure would not fully mitigate the impact.</p>	<p>MM-S4-INT-9:</p> <ul style="list-style-type: none">• Add an additional southbound left turn lane on Washington Street.• Modify the westbound approach on Overlook Parkway to have one left turn lane and two right turn lanes.• Add overlap phasing to the traffic signal <p>MM-S4-INT-10:</p> <ul style="list-style-type: none">• Signalize the intersection. <p>MM-S4-INT-11:</p> <ul style="list-style-type: none">• Signalize the intersection. <p>MM-S4-INT-12:</p> <ul style="list-style-type: none">• Add a separate right turn lane on westbound John F. Kennedy Drive <p>MM-S4-INT-13:</p> <ul style="list-style-type: none">• Signalize the intersection. <p>MM-S4-INT-14:</p> <ul style="list-style-type: none">• Signalize the intersection. <p><u>Links</u></p> <p>MM-S4-LINK-6 and MM-S4-LINK-7 As stated in the General Plan 2025, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation. Therefore, no mitigation has been identified as it has been determined to be infeasible.</p> <p>Table S-1, Pages S-45 – S-47</p> <p><i>Year 2035 – Gates Open</i></p> <p><u>Intersections</u></p> <p>See MM-S4-INT-6</p> <p>See MM-S4-INT-7; however, measure would not fully reduce impacts.</p> <p>See MM-S4-INT-9</p> <p>See MM-S4-INT-10</p>	<p><i>Year 2035 – Gates Open</i></p>

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Summary of Scenario Impacts					
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	<ul style="list-style-type: none">Signalize the intersection Implementation of this measure would not fully reduce impacts. MM-S1-INT-3: <ul style="list-style-type: none">Add a separate eastbound right turn lane on Bradley Street Table S-1, Pages S-12 – S-13 <i>Issue 1 – Circulation System</i> <u>Construction Traffic</u> N/A <i>Issue 1 – Circulation System</i> <u>Potential Cut-through Traffic</u> N/A <i>Issue 2 – Conflict with Congestion Management Programs</i> N/A <i>Issue 3 – Emergency Access</i> MM-S1-ES-1: The permanent gates shall be automated so that no person, except for emergency and authorized City personnel, can open or disable the gates. Emergency personnel, such as the Police Department and Fire Department, shall be provided with electronic devices that would quickly open the gates in case of an emergency. Options for achieving this could include the installation of motorized gates with infrared signaling device switches. This option would require electrical power to be provided at the gate location. The gates shall be designed in consultation with the Police and Fire Departments. The final design of the automated gates shall be approved by the Director of the Public Works. The gates shall also be inspected monthly by Public Works personnel to ensure that they are not being tampered with or opened illegally. Table S-1, Page S-14 <i>Issue 4 – Traffic Hazards</i> N/A <i>Issue 5 – Conflict with Alternate Transportation Policies</i> N/A	<i>Issue 1 – Circulation System</i> <u>Construction Traffic</u> N/A <i>Issue 1 – Circulation System</i> <u>Potential Cut-through Traffic</u> N/A <i>Issue 2 – Conflict with Congestion Management Programs</i> N/A <i>Issue 3 – Emergency Access</i> N/A <i>Issue 4 – Traffic Hazards</i> N/A <i>Issue 5 – Conflict with Alternate Transportation Policies</i> N/A	See MM-S3-INT-6 See MM-S3-INT-8 See MM-S3-INT-9 See MM-S3-INT-11 See MM-S3-INT-12 Table S-1, Pages S-30 – S-32 <i>Issue 1 – Circulation System</i> <u>Construction Traffic</u> N/A <i>Issue 1 – Circulation System</i> <u>Potential Cut-through Traffic</u> N/A <i>Issue 2 – Conflict with Congestion Management Programs</i> N/A <i>Issue 3 – Emergency Access</i> N/A <i>Issue 4 – Traffic Hazards</i> N/A <i>Issue 5 – Conflict with Alternate Transportation Policies</i> N/A	See MM-S4-INT-11 See MM-S4-INT-13 See MM-S4-INT-14 Table S-1, Pages S-47 – S-49 <i>Issue 1 – Circulation System</i> <u>Construction Traffic</u> N/A <i>Issue 1 – Circulation System</i> <u>Potential Cut-through Traffic</u> N/A <i>Issue 2 – Conflict with Congestion Management Programs</i> N/A <i>Issue 3 – Emergency Access</i> N/A <i>Issue 4 – Traffic Hazards</i> N/A <i>Issue 5 – Conflict with Alternate Transportation Policies</i> N/A	<i>Issue 1 – Circulation System</i> <u>Construction Traffic</u> N/A <i>Issue 1 – Circulation System</i> <u>Potential Cut-through Traffic</u> N/A <i>Issue 2 – Conflict with Congestion Management Programs</i> N/A <i>Issue 3 – Emergency Access</i> N/A <i>Issue 4 – Traffic Hazards</i> N/A <i>Issue 5 – Conflict with Alternate Transportation Policies</i> N/A
Significant Impacts That Cannot be Mitigated	<i>Issue 1 – Circulation System</i> <u>City of Riverside Significance Criteria</u> <u>Year 2011 – Gates Closed</u> N/A	<i>Issue 1 – Circulation System</i> <u>City of Riverside Significance Criteria</u> <u>Year 2011 – Gates Closed</u> Implementation of mitigation at one intersection would reduce impacts to less than significant. Mitigation was determined to be	<i>Issue 1 – Circulation System</i> <u>City of Riverside Significance Criteria</u> <u>Year 2011 – Gates Closed</u> Implementation of mitigation at one intersection would reduce impacts to less than significant. Mitigation was determined to be	<i>Issue 1 – Circulation System</i> <u>City of Riverside Significance Criteria</u> <u>Year 2011 – Gates Closed</u> Implementation of mitigation at five intersection would reduce impacts to less than significant. Mitigation was determined to be	<i>Issue 1 – Circulation System</i> <u>City of Riverside Significance Criteria</u> <u>Year 2011 – Gates Closed</u> N/A – Section 3.11.4.4, Page 3.11-142 This will be corrected to read as noted here in

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	<p><u>Year 2011 – Gates Open</u> No impacts were identified at any intersections. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain significant and unavoidable. – Section 3.11.4.4, Page 3.11-142</p> <p><u>Year 2035 – Gates Closed</u> N/A</p> <p><u>Year 2035 – Gates Open</u> This scenario has a significant impact at five intersections. Implementation of mitigation at two intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at one intersection. Mitigation was determined to be infeasible at two intersections. Therefore, a significant impact would remain at four intersections. In addition, mitigation was determined to be infeasible at eight impacted roadway links. Impacts would be significant and unavoidable. – Section 3.11.4.4, Page 3.11-156</p> <p><u>Issue 1 – Circulation System Construction Traffic</u> N/A</p> <p><u>Issue 1 – Circulation System Potential Cut-through Traffic</u> N/A</p> <p><i>Issue 2 – Conflict with Congestion</i></p>	<p>infeasible at one impacted roadway link. Therefore, impacts would remain significant and unavoidable. – Section 3.11.4.4, Page 3.11-142</p> <p><u>Year 2011 – Gates Open</u> N/A</p> <p><u>Year 2035 – Gates Closed</u> This scenario has a significant impact at 12 intersections. Implementation of mitigation at six intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at two intersections. Mitigation was determined to be infeasible at four intersections. Therefore, a significant impact would remain at six intersections. In addition, mitigation was determined to be infeasible at six impacted roadway links. Impacts would be significant and unavoidable. – Section 3.11.4.4, Page 3.11-155</p> <p><u>Year 2035 – Gates Open</u> N/A</p> <p><u>Issue 1 – Circulation System Construction Traffic</u> N/A</p> <p><u>Issue 1 – Circulation System Potential Cut-through Traffic</u> N/A</p> <p><i>Issue 2 – Conflict with Congestion</i></p>	<p>infeasible at one impacted roadway link. Therefore, impacts would remain significant and unavoidable. – Section 3.11.4.4, Page 3.11-142</p> <p><u>Year 2011 – Gates Open</u> Implementation of mitigation at one intersection would reduce impacts to less than significant. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain significant and unavoidable. – Section 3.11.4.4, Page 3.11-155</p> <p><u>Year 2035 – Gates Closed</u> This scenario has a significant impact at 16 intersections. Implementation of mitigation at 11 intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at two intersections. Mitigation was determined to be infeasible at three intersections. Therefore, a significant impact would remain at five intersections. In addition, mitigation was determined to be infeasible at five impacted roadway links. Impacts would be significant and unavoidable. – Section 3.11.4.4, Page 3.11-155</p> <p><u>Year 2035 – Gates Open</u> This scenario has a significant impact at 14 intersections. Implementation of mitigation at nine intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at two intersections. Mitigation was determined to be infeasible at three intersections. Therefore, a significant impact would remain at five intersections. In addition, mitigation was determined to be infeasible at five impacted roadway links. Impacts would be significant and unavoidable. – Section 3.11.4.4, Page 3.11-156</p> <p><u>Issue 1 – Circulation System Construction Traffic</u> N/A</p> <p><u>Issue 1 – Circulation System Potential Cut-through Traffic</u> N/A</p> <p><i>Issue 2 – Conflict with Congestion</i></p>	<p>infeasible at one impacted roadway link. Therefore, impacts would remain significant and unavoidable. – Section 3.11.4.4, Page 3.11-142</p> <p><u>Year 2011 – Gates Open</u> Implementation of mitigation at five intersections would reduce all impacts to less than significant. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain significant and unavoidable. . – Section 3.11.4.4, Page 3.11-155</p> <p><u>Year 2035 – Gates Closed</u> This scenario has a significant impact at 12 intersections. Implementation of mitigation at eight intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at three intersections. Mitigation was determined to be infeasible at one intersection. Therefore, a significant impact would remain at four intersections. In addition, mitigation was determined to be infeasible at five impacted roadway links. Impacts would be significant and unavoidable. – Section 3.11.4.4, Page 3.11-156</p> <p><u>Year 2035 – Gates Open</u> This scenario has a significant impact at nine intersections. Implementation of mitigation at six intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at two intersections. Mitigation was determined to be infeasible at one intersection. In addition, mitigation was determined to be infeasible at five impacted roadway links. Therefore, a significant impact would remain at three intersections. Impacts would be significant and unavoidable. – Section 3.11.4.4, Page 3.11-156</p> <p><u>Issue 1 – Circulation System Construction Traffic</u> N/A</p> <p><u>Issue 1 – Circulation System Potential Cut-through Traffic</u> N/A</p> <p><i>Issue 2 – Conflict with Congestion</i></p>	<p>the Final EIR Errata.</p> <p><u>Year 2011 – Gates Open</u> N/A – Section 3.11.4.4, Page 3.11-155</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p><u>Year 2035 – Gates Closed</u> N/A – Section 3.11.4.4, Page 3.11-156</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p><u>Year 2035 – Gates Open</u> N/A – Section 3.11.4.4, Page 3.11-157</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p><u>Issue 1 – Circulation System Construction Traffic</u> N/A</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p><u>Issue 1 – Circulation System Potential Cut-through Traffic</u> N/A</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p><i>Issue 2 – Conflict with Congestion</i></p>

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Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p>Management Programs</p> <p>All scenarios would impact Arlington Avenue and Alessandro Boulevard in 2011 and/or 2035. Because the City would not implement further improvements to accommodate regional traffic on all CMP facilities, mitigation was determined to be infeasible. The Project would have a significant and unavoidable impacts on CMP facilities:</p> <ul style="list-style-type: none">Scenario 1 would have a significant and unavoidable impact on one CMP roadway link in 2011 and two links in the Year 2035. – Section 3.11.5.4, Page 3.11-162 <p>Issue 3 – Emergency Access N/A</p> <p>Issue 4 – Traffic Hazards N/A</p> <p>Issue 5 – Conflict with Alternate Transportation Policies N/A</p>	<p>Management Programs</p> <p>All scenarios would impact Arlington Avenue and Alessandro Boulevard in 2011 and/or 2035. Because the City would not implement further improvements to accommodate regional traffic on all CMP facilities, mitigation was determined to be infeasible. The Project would have a significant and unavoidable impacts on CMP facilities:</p> <ul style="list-style-type: none">Scenario 2 would have a significant and unavoidable impact on two CMP intersections in 2035, one CMP roadway link in 2011, and three CMP roadway links in 2035. – Section 3.11.5.4, Page 3.11-162 <p>Issue 3 – Emergency Access N/A</p> <p>Issue 4 – Traffic Hazards N/A</p> <p>Issue 5 – Conflict with Alternate Transportation Policies N/A</p>	<p>Management Programs</p> <p>All scenarios would impact Arlington Avenue and Alessandro Boulevard in 2011 and/or 2035. Because the City would not implement further improvements to accommodate regional traffic on all CMP facilities, mitigation was determined to be infeasible. The Project would have a significant and unavoidable impacts on CMP facilities:</p> <ul style="list-style-type: none">Scenario 3 would have a significant and unavoidable impact on one CMP intersection in 2035, one CMP roadway link in 2011, and two CMP roadway links in 2035. – Section 3.11.5.4, Page 3.11-163 <p>Issue 3 – Emergency Access N/A</p> <p>Issue 4 – Traffic Hazards N/A</p> <p>Issue 5 – Conflict with Alternate Transportation Policies N/A</p>	<p>Management Programs</p> <p>All scenarios would impact Arlington Avenue and Alessandro Boulevard in 2011 and/or 2035. Because the City would not implement further improvements to accommodate regional traffic on all CMP facilities, mitigation was determined to be infeasible. The Project would have a significant and unavoidable impacts on CMP facilities:</p> <ul style="list-style-type: none">Scenario 4 would have a significant and unavoidable impact on one CMP intersection in 2035, one CMP roadway link in 2011, and two CMP roadway links in 2035. – Section 3.11.5.4, Page 3.11-163 <p>Issue 3 – Emergency Access N/A</p> <p>Issue 4 – Traffic Hazards N/A</p> <p>Issue 5 – Conflict with Alternate Transportation Policies N/A</p>	<p>Management Programs N/A</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p>Issue 3 – Emergency Access N/A</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p>Issue 4 – Traffic Hazards N/A</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p>Issue 5 – Conflict with Alternate Transportation Policies N/A</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p>
Required SOC's By Scenario and Topic					
Cultural /Historical Resources	Issue 1 – Historical Resources <i>None</i>	Issue 1 Historical Resources <i>None</i>	Issue 1 – Historical Resources <i>None</i>	Issue 1 – Historical Resources Implementation of Mitigation Measure MM-CUL-1 for Scenario 4 would reduce the impact to Victoria avenue, but not to below a level of significance. Therefore impacts to Victoria Avenue are significant and unavoidable . Section 3.4.4.4., Page 3.4-21. This in in regard to the intersection of Victoria Avenue and Madison Street.	Issue 1 – Historical Resources Implementation of Mitigation Measure MM-CUL-1 for off-site improvement (for all scenarios) would reduce the impact to Victoria Avenue, but not below a level of significance. Therefore, impacts to Victoria Avenue are significant and unavoidable . Section 3.4.4.4, Page 3.4-21. This is in regard to improvements of other intersections along Victoria Avenue.
Greenhouse Gases	Issue 1 – GHG Emissions Calculations performed for each scenario took into account statewide measures aimed at reducing vehicle GHG emissions (i.e., Pavley and LCFS discussed in Section 3.8.1.3(d) and (e) above). Further reductions in the Project vicinity could only come from additional state and federal measures that would increase vehicle efficiency and would be out of the control of the proposed Project. Therefore,	Issue 1 – GHG Emissions <i>None</i>	Issue 1 – GHG Emissions Calculations performed for each scenario took into account statewide measures aimed at reducing vehicle GHG emissions (i.e., Pavley and LCFS discussed in Section 3.8.1.3(d) and (e) above). Further reductions in the Project vicinity could only come from additional state and federal measures that would increase vehicle efficiency and would be out of the control of the proposed Project. Therefore,	Issue 1 – GHG Emissions <i>None</i>	Issue 1 – GHG Emissions <i>None</i>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
		significant. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain significant and unavoidable . – Section 3.11.4.4, Page 3.11-142	significant. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain significant and unavoidable . – Section 3.11.4.4, Page 3.11-142	significant. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain significant and unavoidable . – Section 3.11.4.4, Page 3.11-142	This will be corrected to read as noted here in the Final EIR Errata.
	<u>Year 2011 – Gates Open</u> No impacts were identified at any intersections. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain significant and unavoidable . – Section 3.11.4.4, Page 3.11-142	<u>Year 2011 – Gates Open</u> None	<u>Year 2011 – Gates Open</u> Implementation of mitigation at one intersection would reduce impacts to less than significant. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain significant and unavoidable . – Section 3.11.4.4, Page 3.11-155	<u>Year 2011 – Gates Open</u> Implementation of mitigation at five intersections would reduce all impacts to less than significant. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain significant and unavoidable . . – Section 3.11.4.4, Page 3.11-155	<u>Year 2011 – Gates Open</u> N/A – Section 3.11.4.4, Page 3.11-155 This will be corrected to read as noted here in the Final EIR Errata.
	<u>Year 2035 – Gates Closed</u> None	<u>Year 2035 – Gates Closed</u> This scenario has a significant impact at 12 intersections. Implementation of mitigation at six intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at two intersections. Mitigation was determined to be infeasible at four intersections. Therefore, a significant impact would remain at six intersections. In addition, mitigation was determined to be infeasible at six impacted roadway links. Impacts would be significant and unavoidable . – Section 3.11.4.4, Page 3.11-155	<u>Year 2035 – Gates Closed</u> This scenario has a significant impact at 16 intersections. Implementation of mitigation at 11 intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at two intersections. Mitigation was determined to be infeasible at three intersections. Therefore, a significant impact would remain at five intersections. In addition, mitigation was determined to be infeasible at five impacted roadway links. Impacts would be significant and unavoidable . – Section 3.11.4.4, Page 3.11-155	<u>Year 2035 – Gates Closed</u> This scenario has a significant impact at 12 intersections. Implementation of mitigation at eight intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at three intersections. Mitigation was determined to be infeasible at one intersection. Therefore, a significant impact would remain at four intersections. In addition, mitigation was determined to be infeasible at five impacted roadway links. Impacts would be significant and unavoidable . – Section 3.11.4.4, Page 3.11-156	<u>Year 2035 – Gates Closed</u> N/A – Section 3.11.4.4, Page 3.11-156 This will be corrected to read as noted here in the Final EIR Errata.
	<u>Year 2035 – Gates Open</u> This scenario has a significant impact at five intersections. Implementation of mitigation at two intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at one intersection. Mitigation was determined to be infeasible at two intersections. Therefore, a significant impact would remain at four intersections. In addition, mitigation was determined to be infeasible at eight impacted roadway links. Impacts would be significant and unavoidable . – Section 3.11.4.4, Page 3.11-156	<u>Year 2035 – Gates Open</u> None	<u>Year 2035 – Gates Open</u> This scenario has a significant impact at 14 intersections. Implementation of mitigation at nine intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at two intersections. Mitigation was determined to be infeasible at three intersections. Therefore, a significant impact would remain at five intersections. In addition, mitigation was determined to be infeasible at five impacted roadway links. Impacts would be significant and unavoidable . – Section 3.11.4.4, Page 3.11-156	<u>Year 2035 – Gates Open</u> This scenario has a significant impact at nine intersections. Implementation of mitigation at six intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at two intersections. Mitigation was determined to be infeasible at one intersection. In addition, mitigation was determined to be infeasible at five impacted roadway links. Therefore, a significant impact would remain at three intersections. Impacts would be significant and unavoidable . – Section 3.11.4.4, Page 3.11-156	<u>Year 2035 – Gates Open</u> N/A – Section 3.11.4.4, Page 3.11-157 This will be corrected to read as noted here in the Final EIR Errata.
	Issue 2 – Conflict with Congestion Management Programs All scenarios would impact Arlington Avenue and Alessandro Boulevard in 2011 and/or 2035. Because the City would not implement further improvements to accommodate regional traffic on all CMP facilities, mitigation was determined to be infeasible. The Project would have a significant and unavoidable impacts on CMP facilities: <ul style="list-style-type: none">• Scenario 1 would have a significant and	Issue 2 – Conflict with Congestion Management Programs All scenarios would impact Arlington Avenue and Alessandro Boulevard in 2011 and/or 2035. Because the City would not implement further improvements to accommodate regional traffic on all CMP facilities, mitigation was determined to be infeasible. The Project would have a significant and unavoidable impacts on CMP facilities: Scenario 2 would have a significant and unavoidable impact on two CMP	Issue 2 – Conflict with Congestion Management Programs All scenarios would impact Arlington Avenue and Alessandro Boulevard in 2011 and/or 2035. Because the City would not implement further improvements to accommodate regional traffic on all CMP facilities, mitigation was determined to be infeasible. The Project would have a significant and unavoidable impacts on CMP facilities: Scenario 3 would have a significant and unavoidable impact on one CMP intersection	Issue 2 – Conflict with Congestion Management Programs All scenarios would impact Arlington Avenue and Alessandro Boulevard in 2011 and/or 2035. Because the City would not implement further improvements to accommodate regional traffic on all CMP facilities, mitigation was determined to be infeasible. The Project would have a significant and unavoidable impacts on CMP facilities: Scenario 4 would have a significant and unavoidable impact on one CMP intersection	Issue 2 – Conflict with Congestion Management Programs None This will be corrected to read as noted here in the Final EIR Errata.

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	unavoidable impact on one CMP roadway link in 2011 and two links in the Year 2035. – Section 3.11.5.4, Page 3.11-162	intersections in 2035, one CMP roadway link in 2011, and three CMP roadway links in 2035. – Section 3.11.5.4, Page 3.11-162	in 2035, one CMP roadway link in 2011, and two CMP roadway links in 2035. – Section 3.11.5.4, Page 3.11-163	in 2035, one CMP roadway link in 2011, and two CMP roadway links in 2035. – Section 3.11.5.4, Page 3.11-163	

Information in the General Plan 2025 related, but not limited, to this project includes the following:

Policy LU-5.3 – *Encourage that any crossings of the City's major arroyos are span bridges or soft bottom arch culverts that minimize disturbance of the ground and any wetland area. At grade crossings are strongly discouraged in major arroyos. To minimize disturbance of the arroyo the design will take into consideration aesthetics, biological, hydrological and permitting (i.e., MSHCP, ACOE, DFG, etc.) requirements to promote the free movement of water and wildlife. In addition, areas of the arroyo disturbed by construction will be restored consistent with requirements of the MSHCP, as well as the ACOE's 404 Permit Program and DFG's Streambed Alteration Agreement Program as applicable.*

Policy LU-5.6 – *The design of the crossing of the Alessandro Arroyo, for the purposes of connecting Overlook Parkway, will be considered through the Specific Plan process noted in policies CCM-4.2 and LU-13.2. The design will address those issues identified in Policy LU-5.3.*

Policy LU-11.2 – *Recognize Victoria Avenue, Magnolia Avenue/Market Street, University Avenue, Van Buren Boulevard, Riverwalk Parkway, La Sierra Avenue, Arlington Avenue, Canyon Crest Drive, and Overlook Parkway as the fundamental elements of the City's parkway landscape network, and components of Riverside Park.*

Objective LU-13 – *Protect Victoria Avenue from any development or other potential changes contrary to its status as a major historic and community asset.*

Policy LU-13.1 – *Provide for sensitive development of private properties along Victoria Avenue through measures such as an overlay zone.*

Policy LU-13.2 – *Intersection improvements on Victoria Avenue related to the extension of Overlook Parkway shall be determined in conjunction with a specific plan for Overlook Parkway between Alessandro Boulevard and the 91 Freeway. The specific plan shall address the crossing of the Alessandro Arroyo, traffic-calming measures necessary to protect local streets in the area and the extension of Overlook Parkway westerly of the Washington Street/Overlook Parkway intersection. Acceptable levels of service of intersection(s) on Victoria Avenue related to the extension of Overlook Parkway shall be determined as a part of the specific plan process. In any event, all improvements shall be designed to sensitively reflect Victoria Avenue's historic character.*

Policy LU-13.3 – *Adopt strong measures to protect Victoria Avenue's signature landscaping.*

Policy LU-13.4 – *Ensure that the design and development standards for Victoria Avenue encourage pedestrians, bicyclists and equestrian users in addition to automobiles.*

Objective LU-17 – *Identify the completed Overlook Parkway as an important parkway connection between the Arlington Heights Greenbelt and Sycamore Canyon Park.*

Policy LU-17.1 – *Develop appropriate streetscape, bicycle and pedestrian improvements.*

Pages CCM-14 -15 – *As of 2004, the circulation network set forth in the 1994 General Plan had not yet been completed. Key features of the 1994 General Plan not constructed as of 2004 include the linkage of Overlook Parkway (connecting the Alessandro Heights and Canyon Crest neighborhoods) and the addition of lanes to Alessandro Boulevard and Van Buren Boulevard. This Circulation and Community Mobility Element includes a Master Plan of Roadways with the following major features:*

- ❖ *Completion of the 1994 Circulation Element, with the exception of Magnolia Avenue/Market Street, which will remain on the Master Plan of Roadways as six lanes but will only be built to four lanes, except where six lanes exist (near Tyler Street). The additional right-of-way will be preserved to accommodate future transit, such as Bus Rapid Transit (BRT).*
- ❖ *Addition of a two-lane connector road as an extension of Overlook Parkway westerly from Washington Street, providing access to SR-91. The specific connection route will be defined and the design of the crossing of the Alessandro Arroyo will be determined by a detailed specific plan. The focus area for the connection route, at a minimum, shall include the area from Dufferin Avenue to SR-91, and from Adams Street to Mary Street (See Figure CCM-3). The study will include community involvement through community meetings, hearings and the California Environmental Quality Act (CEQA) process.*
- ❖ *Widening of Alessandro Boulevard and Arlington Avenue from four to six travel lanes between the I-215 and the SR-91.*



By avoiding the creation of major new transportation corridors, these relatively modest changes to the local roadway network will reduce opportunities for urban sprawl by helping to focus future development on already existing travel corridors instead of the City's periphery. Further, these few changes are not anticipated to induce significant additional regional traffic in the City.

They are, however, critically important to serving local traffic demand. In particular, a 2004 preliminary study indicated the proposed two-lane road (120-feet of right-of-way built with only two travel lanes) that would connect the western end of Overlook Parkway to SR-91 would be primarily local serving, provided the width of any new Overlook Parkway bridge over the arroyo is limited to two travel lanes total. Notably, this Plan sets forth a policy that prohibits any such connector related to the extension of Overlook Parkway from degrading Level of Service on Victoria Avenue below LOS D.

Policy CCM-2.1 – *Complete the Master Plan of Roadways shown on Figure CCM-4 (Master Plan of Roadways).*

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

Policy CCM-2.14 – *Ensure that intersection improvements on Victoria Avenue are limited to areas where Level of Service is below the City standard of D. Allow only the minimum necessary improvements in recognition of Victoria Avenue's historic character.*

Objective CCM-4 – *Provide a connection between Washington Street and SR-91 via an extension of Overlook Parkway.*

Policy CCM-4.1 – *Limit the Overlook Parkway completion over the arroyo to a two-lane roadway within a one-hundred-ten-foot right-of-way.*

Policy CCM-4.2 – *The connection of Overlook Parkway across the Alessandro Arroyo shall not be completed until a detailed specific plan analyzing potential connection routes between Washington Street and the SR-91 has been adopted. Analysis of the fore mentioned connection route should, at a minimum include the area bounded by Mary Street, Adams Street, Dufferin Street, and SR-91. See Figure CCM-3 for a map of the study area.*

Policy CCM-4.3 – *Ensure that LOS D or better is maintained along Victoria Avenue for intersections related to the Overlook Parkway extension. For more information on Victoria Avenue see LU-13 and CCM-2.14.*

Policy CCM-4.4 – *Prohibit the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo.*

Objective CCM-7 – *Minimize or eliminate cut-through traffic within Riverside's residential neighborhoods.*

Exhibit 16, Public Comment Letters on the DEIR, was not duplicated herein as they are fully attached and responded to in Attachment C of this FEIR.

Policy CCM-7.1 – *Discourage and/or prevent regional cut-through traffic in residential neighborhoods through the employment of traffic-calming measures within Riverside.*

Policy CCM-7.2 – *Work with adjacent jurisdictions, the County and regional agencies to address the impacts of regional development patterns on the local circulation system.*

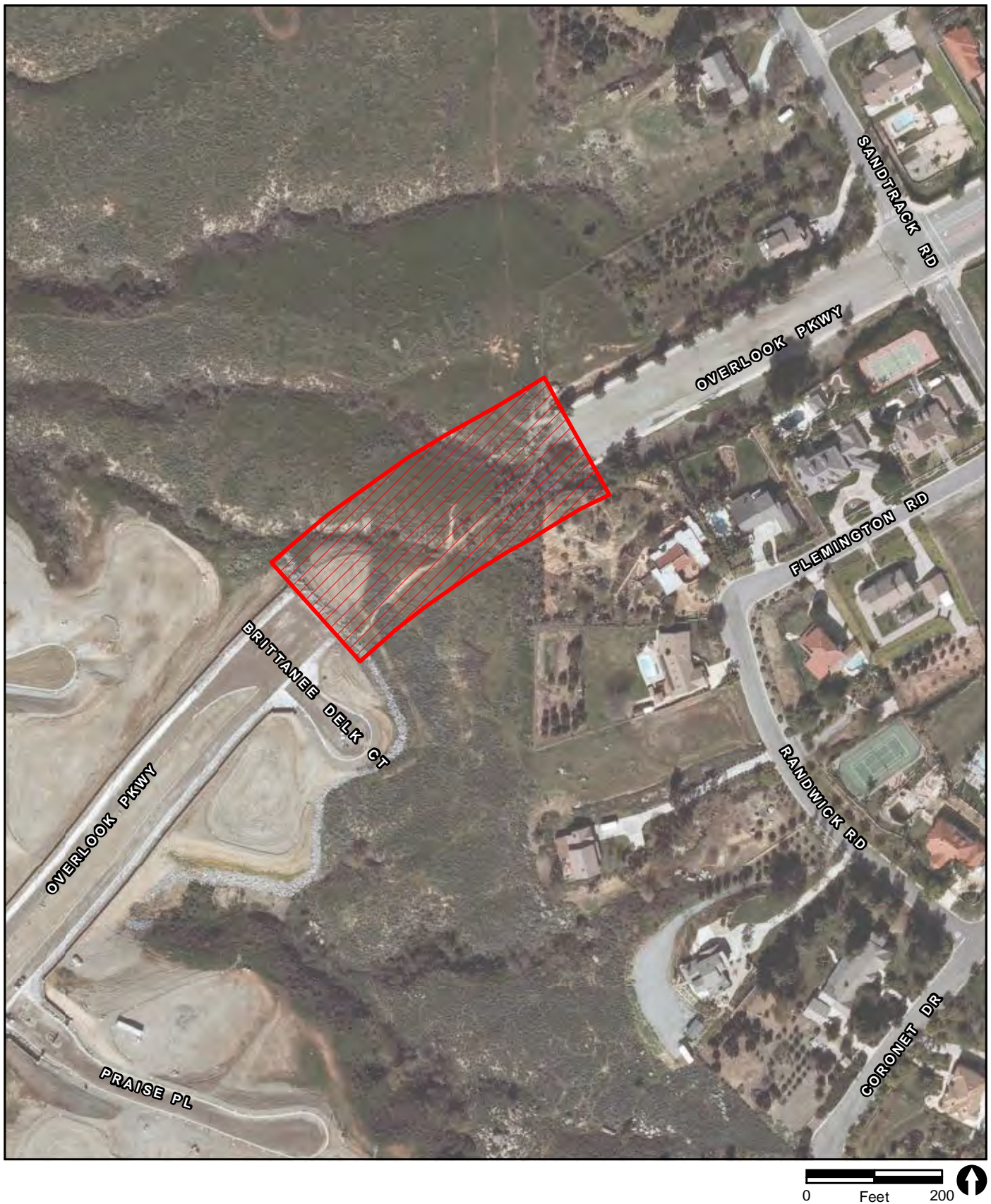
Policy CCM-7.3 – *Discourage freeway access improvements that could facilitate further non-local traffic intrusion into community neighborhoods.*


Policy CCM-7.4 – *Limit local roadway improvements to those that are necessary to support proposed General Plan land uses.*

Policy CCM-7.5 – *Discourage improvements beyond those contained in the Circulation and Community Mobility Element to accommodate additional regional traffic.*

Implementation Tool 14 – *Prepare a specific plan type study for the connection of Overlook Parkway from Alessandro Boulevard on the east to the 91 Freeway, on the west. The study will address crossing of the Alessandro Arroyo, possible traffic calming measures to protect adjoining local streets, protection of Victoria Avenue and the specific connection route to the 91 freeway westerly of Washington Street.*

Figure CCM-4 – Master Plan of Roadways (Exhibit 14 of the Staff Report).




 Project Impact Area (PIA)

Eastern Fill Crossing PIA

P11-0050/P12-0220, Exhibit 17
Project Impact Areas



 Project Impact Area (PIA)

Alessandro Arroyo PIA






Project Impact Area (PIA)

Western PIA

Image source: City of Riverside (flown 2009)



-  Permanent Impacts (Proposed C Street and New Roadway Alignments)
-  Temporary Impacts (20-Foot Easement)
-  Vacated Roads

Scenario 4 Components

RECON

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P11-0050/P12-0220, Exhibit 17
Project Impact Areas



City of Arts & Innovation

CITY PLANNING COMMISSION MINUTES

THURSDAY, JUNE 6, 2013, 6 P.M.
ART PICK COUNCIL CHAMBER, CITY HALL
3900 MAIN STREET

Chair Wade reconvened the meeting at 6:00 p.m., all members present except Commissioners Parker, Riggle, Stockton and Zaki.

Chair Wade announced the availability of speaker cards for item six on the agenda. He asked anyone wishing to speak on this item to fill one out.

6. **PLANNING CASES P11-0050 (EIR) and P12-0220 (GP):** Proposal of the City of Riverside, to consider an environmental review for the removal of gates on Crystal View Terrace and Green Orchard Place pursuant to Tract Map 29515 and Tract Map 29628 as mitigation measures and conditions of approval and as required by the General Plan 2025 (that includes four scenarios, each of which represents an alternative set of actions) intended to help resolve potential vehicular circulation issues associated with the required vehicular gates; to address the connection of Overlook Parkway easterly to Alessandro Boulevard; and to potentially provide for a future connection to State Route 91 (SR-91). The DEIR fully analyzes all four circulation scenarios that are described in detail in Section 2.6.

Diane Jenkins, Principal Planner, presented the staff report. Following her presentation, Ms. Jenkins introduced the EIR Team. She introduced the environmental consultants, RECON, Lisa Lind and her team; the traffic consultants, Iteris, Janet Harvey and her team; Tom Boyd, Public Works Director and Steve Libring, Traffic Engineer; Deputy Chief Esparza from the Fire Department; Lieutenant Eric Charrette and Captain Ed Blevins from the Police Department; Erin Gettis, Historic Preservation Officer/Principal Planner and inside and outside Legal Counsel Supervising Deputy City Attorney, Kristi Smith and Michelle Ouellette from Best Best & Krieger.

Chair Wade opened the meeting to public comment. He stated he would announce the names based on the order of the speaker cards submitted and everyone would have 3 minutes to speak.

Andy Wilson, resides in the Riverside Greenbelt on Dufferin near the Gage Canal office, spoke against the EIR and stated he was not focused on the four scenarios. The crucial vote tonight is whether or not the Commission approved the EIR. The EIR fixes the future route of "C" Street. The route that has been selected puts it through one of the City's original orange groves and then routes an avalanche of traffic down through the heart of Casa Blanca down Madison Street. No matter which scenario is chosen, the EIR sets that as the route of "C" Street. His family farms the orange grove at the corner of Washington and Victoria and a lot of the trees there are the original trees. These are fantastic trees and have very high sugar level and they have a lower acid level in the fruit. It is a unique flavor you can't get with any other tree. The EIR said that blowing the road through there would not be a significant impact on agriculture. He could not

understand how anyone would think or agree with this. He looked through the EIR for the justification to put it through Casa Blanca and noticed that the effects on the intersections with a lot of foot traffic were not analyzed. He tried to figure out why and in the appendix, it says that the City decided what intersections to look at. Essentially it sounds like they ordered the traffic consultants not to look at anything else. He did not feel that enough intersections were reviewed. These are the intersections where people cross the street to get to the church, grocery store or library. They have assumed that through all the scenarios and the traffic analysis that Madison Street is at build out, 4 lanes, which is absurd to make that assumption when you are trying to evaluate what the effect of the traffic will be. A lot of people in this town care deeply about not hurting the citrus and they care deeply about not hurting the folks in Casa Blanca. The people will think that a vote against the EIR will indicate the commission shares that belief but if the commission votes in favor, the people will think the commission doesn't share those concerns.

Pati Weir, 2223 Grace Street, stated she serves on the Boards of Victoria Avenue Forever and California Citrus State Historic Park. The commission may prefer not to hear the emotional side of an issue and prefer the technical side but if they really want to seek out the best decision for the City, the Commission needs to hear all sides. She has lived her entire life in Riverside in the greenbelt on the same street in two homes. The majority of her neighbors have known her over 60 years. She has not left her street because they have one of the most unique neighborhoods that the City of Riverside has. They look out for each other daily. To open the flood gates, per se with thousands of cars racing through their streets, dumping trash, running over their wildlife and domestic animals, risking their children's life while playing because they do not have sidewalks, and people just not caring about their neighborhood, is what will happen to their peaceful street if Overlook is opened. They have to stop driving a wedge between different neighborhoods and the citizens of all neighborhoods need to unite. There is absolutely no reason to destroy one neighborhood in order to help another neighborhood. The Greenbelt is protected under Prop R and Measure C. This is not abiding by the initiative that the citizens of Riverside put in place in 1979. Infrastructure is still the solution and not cutting through established neighborhoods. Please vote no on opening Overlook so that they can continue to protect the cultural heritage landmark Victoria Avenue and the Citrus Greenbelt.

Lugena Wahlquist stated that she and her husband have lived on Tiger Tail Drive for 35 years as of today. She was speaking for both her husband and herself this evening in opposition of the Overlook extension. Many, if not most, of their neighbors hold similar views and came together to hire Johnson & Sedleck, attorneys who specialize in environmental law to review the DEIR. She stated the attorney's feedback should be included in the staff report. It outlines the numerous problems with DEIR in a 25 page letter. They live in a unique area that makes this community different from so many. As part of a bigger picture, they believe it deserves to be preserved. They grew up in Los Angeles and know what it looks like when this does not happen. They noted for the Commission that the General Plan clearly states that the residential areas are not to be sacrificed to accommodate regional traffic. Beyond personal concerns regarding the

preservation and integrity of the arroyo, air quality, noise and cut through traffic, there is no effective place to put this volume of traffic through without major disruption to the RC Zone, Victoria Avenue and most importantly, Casa Blanca. To impose this level of disruption in terms of air quality, noise, traffic, and road widening through the middle of this community is unacceptable. This does not address the issue of the train traffic that blocks Madison on regular basis. They do not believe that this DEIR should be accepted, more importantly they are asking that the proposed Overlook extension be removed from the General Plan. Everyone heard the long history tonight but the time has past for this to be a functional plan for the City.

Bob Garcia, 7450 Emerald Street, Chairman of the Casa Blanca Community Action Group, stated that back in 1994 when this was proposed the community was united and stated no, they did not agree with this. It was brought to their attention again in December at the Community Action Group meeting and again, the community said, "no". This project to bring it down Madison is, as stated before, dividing the community. The community has already been divided in the past with other projects, including education. He is currently looking at proposing another elementary school into the community that was lost 50 years ago. He is looking for private funding to do this. If something like this comes down Madison, they will lose again, not only their people but the unification of the community. They see this as a project that is trying to eliminate the community. They have been there 106 years, why does the City want to remove this community. He asked that the Commission to disagree with the City's EIR and vote against it.

Morris Mendoza, native of Riverside, stated that everyone loves their neighborhoods. He has deep roots in the Casa Blanca neighborhood, his family's roots go back to his grandfathers who lived there in 1918. Since the 1970s, he along with others, have been involved with trying to make their neighborhood a better place to live. He has been in various committees: Alliance for Inter-Police Community Relations, Community Action Group, Project Area Committee and others. His reason for being here is to protect the interest of the community from the harmful effects of an Overlook connection. He does not know how many meetings he has attended on this issue but even more than ever, they are opposed to any Overlook connection and the EIR. They have more trains than ever now and there is no underpass planned, either at Madison, Adams or Washington. They accepted the trains when there weren't so many but now there are so many that it is too much of a noise issue. The Mother's Day incident is another example of why they are opposed to the Overlook connection. Also, he is also a member of the Victoria Avenue Forever, Proposition Air supporter and a past member of the Measure C Committee, which if still active, would have been opposed to this. Please do not destroy the progress they have made for the betterment of the neighborhood and vote no on the Overlook connection.

Anthony Bellanca thanked the Commission for the opportunity to discuss this matter. He is opposed to extending the Overlook Parkway. He believed it will have a dramatic and significant impact on Flemington Road which is where he resides and very near to the intersection of Alessandro Boulevard and Overlook Parkway. He referenced the

map he provided to the commission and noted that as you make your way along Alessandro Boulevard from the right side of the map going down Alessandro Boulevard to the intersection of Overlook Parkway and Alessandro Boulevard, you will come upon a street, Cannon Road. What he believes will happen is that, as the traffic approaches Cannon Road, it will make a left hand turn there rather than go to the intersection of Alessandro Boulevard and Overlook Parkway, saving the time it would otherwise take to get through a very congested intersection. From Cannon Road, they will make their way down through the neighborhood streets onto Flemington Road and then ultimately out onto Overlook Parkway and down to the 91 Freeway making Overlook Parkway the shortcut to the 91 Freeway. This will make Flemington Road and its neighborhood streets the shortcut to the shortcut. This will have a significant impact as we think what the amount of the traffic will be in the morning going through there. In the evening, that process will be the very same, it will just play out in reverse. As the situation unfolds, some of the more particulars about that which compound the problem more are that the streets, Flemington Road and other surrounding neighborhood streets, are only 31' wide instead of the regular 36". It will be very difficult, in his opinion, to have two cars that are parked on opposite sides of the road and have two cars that are trying to transition past each other in opposite directions to make it safely. He can hardly imagine the traffic condition that the residents within this neighborhood will have to contend with as they make their way in and out of the neighborhood. He stated he was opposed to the extension of Overlook Parkway and encouraged the Commission to allow them to continue with a peaceful, quiet and most importantly, safe use of the neighborhood streets. Do not extend Overlook Parkway.

Christa Aspittle stated that she had not planned to speak tonight and was not prepared. Looking over the brochures left at the door, she was very angry when it referred to the impact it would have on existing properties, particularly in the Greenbelt area. She has been a resident of the Greenbelt area for the past 47 years. She has a 5 acre parcel that borders on Madison, directly on Madison with almost 400' of frontage. You cannot tell her that any widening of Madison Street would not have a significant impact on her property. In addition, she has numerous friends in the Casa Blanca area with families living on both sides of Madison. She cannot imagine their fear of what will happen to their children crossing from one house to another. There have been accidents that have happened with people being run over but with the volume that would be expected if Overlook extension went through, it is unimaginable. The comment that referred to any impact of any street leading through the existing Proposition C and R areas would be insignificant, made her very angry. She urged the Commission not to allow the Overlook extension to go through as it would affect everyone that lives in the area. They purchased their properties to live the rural life. Her property is zoned RA and is why she purchased it. She wanted to keep her animals and few trees that she has. Right now, every two days she walks Madison with a trash can to pick up trash discarded by cars. Any additional traffic would just make this impossible.

Donna Richards submitted a speaker card but indicated she did not need to speak as the presentation addressed her concerns.

Omid Hamzeinejad stated he did not have a prepared statement. He lives off of Overlook and wanted to just give his personal opinion. When his family decided to move to Overlook, the primary goal was to move some where that was quiet and safe for the family. He was willing to pay any cost for the real estate to get that and Overlook provided that. Everyone knows that any increase in traffic will increase crime. Criminals want to get in and out so that to give access to Overlook will increase crime. These are homes that are the highest income levels, highest real estate values. The last thing you want to do is decrease that. Right now, most of the crime that is happening is closer to Washington and that is because they can get in and get out. Why do we want to increase this across the entire Overlook residential area. Once the freeway improvements are fixed, he did not think people will want to go through a residential area to get from the 215 to the 91. All this issue about traffic should be eliminated once the freeway improvements and expansions are taken care of. The only thought he has is that if the goal is to increase crime, decrease value in the properties around Overlook than vote yes. If this is not the goal, then take this off the measures and completely take Overlook extension off of future plans.

Steve Jones stated he has lived in Riverside for over 60 years. He wanted to speak to what makes a city a good place to live. A good community to live in and raise a family is not about traffic flow. What makes a city great is its neighborhoods. Three of Riverside's very special neighborhoods will be considerably less desirable places to call home if an Overlook connection bridge between Alessandro and Washington is built. This would cause an onslaught of traffic, noise, air pollution, crime, litter and congestion. The neighborhoods that would be severely negatively impacted by such a thoroughfare are Alessandro Heights, the Greenbelt and Casa Blanca. The Alessandro Heights homeowners along each side of Overlook Parkway purchased and built their homes under City Zoning requirements, requiring expensive large lots. The homeowners in Riverside's Greenbelt neighborhood have even larger lots and larger acreage with the expectation of agriculture and a rural lifestyle. The citizens of Casa Blanca have modified Madison Street so that it is a single lane in each direction which is a way of eliminating the noise and congestion in their neighborhoods. What also makes the Overlook Parkway unacceptable is that all three of these neighborhoods should have the reasonable expectation that the City of Riverside would honor the conditions of citizens initiatives Proposition R and Measure C. However, to the contrary the issue of sending more traffic, more congestion and more noise into these neighborhoods with an Alessandro to Washington thoroughfare comes up time and time again. The citizens of Riverside have spoken loud and clear when they approved Proposition R and Measure C and any Overlook connection should have already been removed from the General Plan once and for all. Surely the City of Riverside understands that it should put the expectation's of its City citizens living in these specially unique neighborhoods ahead of those living in Moreno Valley and Orange County looking for a more convenient way to avoid the 215/91/60 interchanges. Great cities understand the importance of great neighborhoods and put quality of life ahead of providing more convenient ways for outsiders to avoid crowded freeways. The City of Riverside needs to do everything possible to once and for all absolutely assure a connection bridge from Overlook

Parkway never happens and ensure that Alessandro Heights, Greenbelt and Casa Blanca remain good communities to live in and raise a family.

Mary Humboldt stated that a completed Overlook Parkway cuts two miles off of the existing mileage from the 91 Freeway at Madison to the 215 Freeway at Alessandro Boulevard. Regional traffic is quick to notice such major mileage and time savings and will be drawn to use this route at all hours. The City itself has acknowledged the problems that regional growth can cause existing City arterials by filing suit against the County for approving an 11,000 unit housing project in the Lake View area. With the City of Moreno Valley considering thousands of acres of warehousing without the interchange or freeway capacity to handle the trucks, the City of Riverside should not be providing a new freeway to freeway connection from its eastern border. The draft EIR also contends that the Overlook Parkway traffic will not break down the Greenbelt or lead to the conversion of farmland to higher urban density uses. The pressure of thousands of new vehicles piercing through the corner of the Greenbelt, clogging Victoria Avenue and severing the Casa Blanca community inevitably erodes the ability of surrounding property owners to farm and live. This will lead to calls to repeal or modify Prop R and Measure C to allow more growth. This also sets a damaging precedent around the entire periphery of the Greenbelt and the protected La Sierra lands. The draft EIR's dismissal of such effects from major new roads and traffic flies in the face of long time experience and state policies protecting good farm land from heavy new roads and other growth causing infrastructure. The draft EIR claims its scenarios 3 and 4 merely redistribute car trips and do not attract significant cut through traffic, this conflicts with experience. Major new roads can alter existing driving paths and the existence of a new arterial route adds to the pressure to increase density and change zoning to allow commercial and office use. She stated that native American artifacts are found in the neighborhood. She also added that the Chinese settlers who built the Gage Canal lived in a camp on a hill abutting Madison Street. It has also yet to be investigated archeologically. Even though the EIR says the Overlook bridge will only be two lanes, it can be widened to four or six lanes at any time, making it a freeway between the 91 and the 215. She stated that she believed that when staff says things such as that they have a regional responsibility to take traffic from other areas that is just folly.

Tom Hunt stated he lived in the area for 26 years. For 24 ½ years he lived on Tiger Tail and now he lives at a house at the corner of Gainesborough and Westminster, 2141 Westminster. Overlook is essentially, on a trial basis, already open. Crystal View was allowed to open and traffic in his neighborhood has increased 262%. He commended Bill Wilkman for an excellent job, very thorough, professional and objective review of the EIR. Mr. Wilkman finds as he does that the draft EIR is completely deficient. The people that are cutting through there, 90% of them do not live in the 40 homes there. Crime has gone up in his area and it is a shame. To think that Overlook could go through is a planning folly. It is a political decision to somehow erase the calming traffic that has been done to Casa Blanca and to some how erase Prop R and Measure C. This has been put off too long and kicked down the road. He referred to a memorandum that Mr. Wilkman included in his letter dated May 14, 1985 signed by then Bob Wales.

He says they have received a petition from folks in his area and they have a concern about possible future traffic problems in the area. "While we recognize the neighborhood concerns, we do not believe these concerns will come to fruition". Well Mr. Wales is no longer with the City but the concerns are and they are dramatic and dangerous. He would invite the Commission to sit on his lawn and they would be amazed at people who cannot see a stop sign. Why should they, they do not live there. Unscientific but he sat there last night and counted 40 cars and in a short of amount of time only three of them stopped, less than 10%. Not only should Overlook not be opened, not only should the EIR be rejected because it is deficient but if the Commission is going to allow Crystal Ridge to stay open, please have some mitigation for their neighborhoods off of Rosco and Westminster. It is terrible and very dangerous. He stated he hoped the commission rejected this EIR and if need be start again. Let's all recognize that Overlook will not go through, it cannot. The decisions made as a community which he supports for the open greenbelt are important and are not reversible.

Dennis Garcia stated he was a resident of Casa Blanca. He is the Vice-Chair of the Casa Blanca Community Acton Group. They have an environmental issue here. They have sources of toxic emissions from the 91 Freeway, the railroad and E&R Carpenter. Stopped traffic while waiting for the railroad trains to go by is another source of emissions. This should be looked at that. First, they had the biggest emitter of methionine chloride in the county, second in the state until it was outlawed in the Southcoast Air Quality Management District. Now they have the biggest emitter of toluenedycyanide. They have done a lot of work trying to calm the traffic down Madison for pedestrian traffic. He lost a relative in the '70s who was hit by a bread truck going over the grade change. Staff says that there are no hazardous waste sites in the project area, well there are two. E & R Carpenter is looking for super funds to clean up the mess they have there that has gone into the ground water. The old Topham and Sons yard, that is the biggest pesticide hazardous waste site in the County. What needs to be done is, do the right thing. If this goes through, the quality of life for the people who live in the general area will be impacted big time. What he would like this Commission to do is, do the right thing and say no to this project.

Chair Wade announced that the next speaker, Christina Duran had to leave. She did put her comments on the speaker card. He stated these cards would go into the record and all comments will be addressed.

Chris Blasnek, 14182 Crystal View Terrace, stated that he has been here since the beginning of this controversy. This is definitely a quality of life issue for them. When this first began, they did not want the gates on Crystal View to be open at all because he knew what was going to happen. He has attended the meetings before with other neighbors. He respects the residents in his area and what was decided. He had to get used to the gate being open. He works in Los Angeles County and has worked that way for 30 years. The one thing he can tell the Commission is when he gets home to his home on Crystal View and to his area off of Overlook and into the surrounding areas of Alessandro Heights is, thank god he does not live in LA. Why would anyone want to

turn this neighborhood into a busy traffic congested area. He asked that if the gates are going to be opened on Crystal View, it is ok to say no. Keep Riverside's quality of life in that area. They need it, love it and do not want to lose it. He thanked Lt. Eric Charrette and his officers because they have done an outstanding job in helping them mitigate the traffic problems in the area. He sees them often and it is nice to have them out there. The cut through traffic is incredible. The residents that don't live there, don't care. He asked that if the gates are to remain open, please do not open Overlook to the cut through traffic.

Deloo Hockman stated that one thing they have not heard about is the cost. The campaigning for Measure A said that the loss of six million dollars would significantly reduce the quality of life for all of Riverside. This cost of acquisition of land and construction of the highways, Overlook Parkway and the bridge will exceed six million dollars for a long time. He did not know how the maintenance could be paid for without significantly reducing the quality of life in Riverside for all the wards, not just the borders between 3 and 4. He hoped the Commission would reject this scenario for that reason plus other reasons he did not have time to address.

Ed Urban stated he was opposed to Overlook Parkway going through. He lives on Crystal View Terrace. He would hate to put down Councilmembers and everybody else but they would not be here tonight if everybody stood up at the very first and shut the gates. He isn't talking about three years but five years ago. It was supposed to be shut from the first when the builder built out there. They were supposed to stay shut but they opened up and they made thousands of calls all the time. If they were shut from the get go no one would be here tonight and the City would not have had to spend the money for the EIR. This is how he feels. Leave the gates open, they will still have traffic through their neighborhood, it is a small neighborhood. If you shut the gates, it will eliminate everything being discussed without spending the money for Overlook Parkway. Shut the gates, you're done. You will have to put up with people crying and whining, everyone wants a short cut. The freeways will be done shortly. He takes Alessandro everyday and he loves Alessandro now. They walk their dogs every night, every day, everyone does. There is a lot of people running and walking. There aren't any sidewalks there so this is something that the City will have to approach if the gates are planned to be left open or closed. There are no sidewalks, nothing. You are walking on the streets, cars parked on both sides of the streets, there isn't any room there and it is something that might have to be done if you go in that direction. His view is to shut the gates again and nobody has any problem.

Darlene DeMason, Vice President of Victoria Avenue Forever (VAF), a public benefit 501C3 corporation dedicated to the preservation of Victoria Avenue in Riverside. Victoria Avenue is a linear park of historic significance. We have heard a history of the Overlook Parkway project and she wanted to give the Commission a new history, the history of Victoria Avenue. It was designed in 1892 in the Victorian style by the pioneer landscaper designer Frank Hosp. In 1902, Victoria Avenue was dedicated to the City of Riverside with the stipulation that the trees be maintained and protected. In 1969 Victoria Avenue was declared a Cultural Heritage Landmark and in 2000 it was added

to the National Park Service register of Historic Places. Over the years, it has become a year round attraction for bicyclists, joggers, walkers and Sunday drive enthusiasts. Today, Victoria Avenue has over 6,000 trees including 1,000 orange trees, 10,000 ragged robin roses and 9 miles of walking and bicycling trails, four pocket parks named for prominent citizens and various flowering shrubs and ground covers along this lane. Victoria Avenue is there for a valuable asset to the City of Riverside and enjoyed by its citizens across the city. All four scenarios of this draft EIR have effects on Victoria Avenue especially 2-4 which are all very detrimental effects. She asked that people seriously consider joining them at VAF in saving the iconic resources the City has in Victoria Avenue.

Don Wells, 7297 Boice Lane, stated that as more and more traffic comes through the Overlook Parkway, certainly that brings carbon monoxide poisoning and everyone knows what those effects are. There are a number of studies that talk about the detrimental health impacts of carbon monoxide on the elderly, the young and pregnant women. This will certainly create a health hazard for them. Crime has already been mentioned and a proliferation of crime can already be seen. He showed pictures of graffiti in the area. They are seeing more and more of this and as more people come through from other places there will be more. Gang activity and violence will also be seen more. Talked about Madison Street, you can go down that street any day and see a memorial for someone that was run over by a car. When he came to City Hall today, he saw a banner for the intelligent community of 2012 on display but if Overlook Parkway is extended, he is unable to find any intelligence in that at all. His position is to take the extension of the Overlook pathway off of the General Plan permanently.

Paul Chavez stated he was born here in Riverside and remembers when this area could be walked and you could smell the orange tree blossoms. When the new homes came in, it took away a lot of the trees which is why people are trying to preserve them. As the Commission has seen and heard from the different cultures that live in this community from the freeway to Alessandro, we have a very versatile culture in our community in the City of Riverside and a lot of them are here. If you do anything other than the residents are saying to do, you are really going against the community at large. Talking about diverting traffic, if the gates are opened you say only two lanes. Look at what happened to Alessandro, it started in that manner only a couple of lanes but people live and houses that are being built and multiplied to 100,000 times and that is what will happen to these residents who have paid for having privacy. In his area they are concerned. They have been fighting this problem with the residents for over 100 years. The City has been trying to open that up for a long time, just take it out of the books and leave the residents alone. He asked the Commission that they do the right thing and just take it out of the book, those other scenarios are nothing but problems in the long run.

Tammy Blackmore stated she resided on Berry Street between Victoria and Frances Avenue. She has lived here for 31 years and is a lifetime Riverside resident. She has been to this podium for more than 20 years regarding traffic issues in her neighborhood. In the early 90s she requested an EIR for her neighborhood because of the traffic on

Mary Street. At that time she was trying to get the speed limit reduced from 55 to 35 but it was not considered residential. People call it the Mary Street freeway, unaffectionately. At that time more than 5,000 cars a day came down Mary Street and 90% of that traffic came from across Overlook Parkway. The residents already handle the burden on her street for people that aren't from their neighborhood. As it is now, Washington Avenue backs up in the morning during the heavy traffic and during school time and the vehicles come down Mary Street because there is no where else to go. If more traffic is brought into their neighborhood, there is no way it can be handled. They will find their way through every way they possibly can. Eight schools are accessed within a one mile radius of that area. Five accidents have occurred in her front yard because of crazy drivers that are not from her neighborhood. One of them nearly missing her and her son when he was little. The City made the right decision 20+ years ago to reduce the speed limit on Mary Street from 55 to 35. She respectfully requested that the Commission take Overlook Parkway off of the agenda and vote no on the EIR.

Vinod Desai, 7257 Boice Ln, stated he has lived here for 11 years now. One of the reasons they moved into this area was for the quality of the neighborhood. They have enjoyed this over the years. Opening the gates off of Green Orchard has really helped them because they own several businesses up in the Orangecrest area. This has helped their business because a lot of people visit the businesses up in Orangecrest. He is also a realtor and his wife is a dentist. They both have their businesses there. He felt it was wise to keep those gates open so that there was a good flow of traffic. He did not see any reason to keep talking about opening Overlook because that was counterproductive. It is the residents that use the services in Orangecrest, not the general public from Moreno Valley or other parts of Riverside. His suggestion was to keep the gates open, forget about opening up Overlook and extending it out, keeping their neighborhoods safe. It is good to have some kind of emergency transportation coming off of Orange Terrace and over the gates, having the gates closed makes them go all the way around on Washington or off of Arlington. This reduces the amount of response time that the neighbors deserve out there. It is critical to keep those gates open for emergency transportation. Again, forget about Overlook going through, keep the gates open and let's move on.

Mil Panse stated he recently moved into the area approximately 2 years ago. They had not realized that Riverside is a very peculiar community in the whole United States. It has a big time heritage that can only be comparable to San Agustin, Florida. Riverside has the Mission Inn here and little community of varied personalities. People live in communities and it is not their primary responsibility to feed to the freeways and be industrialized. He did not understand the need to continue with Overlook Parkway at all. The gates are already opened which is ok for the local transportation. There is no need for Overlook to continue and it should be off the General Plan. The City should be beautifying the City instead of feeding to the general freeway system.

Bill Wilkman, 6779 Hawarden Drive, stated that he worked with the City Planning Department from 1974 to 2003. He has actually had staff involvement in every single decision made about Overlook Parkway and is intimately familiar with the situation. He

did not think that the EIR can be certified. There are serious flaws in the EIR in reference to the traffic aspects of the EIR. In order to solve the problem, you have to first define a problem properly. In the case of this EIR, they are proceeding as though the history of this began with the Crystal View gates which occurred a little after the year 2000. In fact, Overlook Parkway's history goes back 40 years or more. He can say that many of the people here at this hearing today have literally been coming to hearings for 40 years trying to explain what the problems are, what the issues are and what they are dealing with. It is disappointing to have to come back once again and make the same statements. In order for this EIR to do its job, it needs to define the problem in relation to a 40 year history, the decisions made over the course of that history and the impacts those decisions have on traffic circulation. This EIR simply doesn't do that. In regard to his neighborhood in the area of Hawarden Drive and Overlook Parkway, there is a serious cut through traffic problem in the neighborhood. It is caused by the fact that a decision was made a long time ago to take a couple of arterials off the General Plan and what was left were local streets. The EIR basically doesn't even recognize that. It doesn't acknowledge that there is a problem in the neighborhood and doesn't properly document the issues in the neighborhood. His recommendation would be that the Planning Commission recommend that the EIR not be certified and that a new RFP be issued for a different consultant, one that doesn't have a dog in the race in regard to this particular issue, to go back and restudy the situation to properly document the history and to properly deal with each of the issues that history reveals. Right now that simply isn't the case and this is just too important an issue to leave to a poorly done EIR.

There was no one else waiting to speak, Chair Wade asked the commission if they had any comments or questions.

Commissioner Kain inquired if, in one of these scenarios, Overlook Parkway was removed from the General Plan. What are the possibilities or process of bringing it back on the General Plan?

Kristi Smith, Supervising Deputy City Attorney, stated that as with any decision the Council ultimately chooses to do, the Council can choose to take the Overlook Parkway off the General Plan. In doing so they would need to look at the entirety of the Circulation Element. It is always possible that a new Council could think Overlook needed to be put back on the General Plan. It would not be a simple action, studies need to be done, full environmental documents, public hearings, the works, similar to what has been done for this project today.

Commissioner Manning asked what the impact was to the regional partners regarding the AQMD mitigation, regional traffic flow problems in regards to the neighbors to the east. Are there any funding impacts that would occur? Would it result in a reduction to funding from the state regarding traffic if they were to remove this item from the General Plan?

Tom Boyd, Public Works Director, responded that they would first need to understand that the Overlook Parkway extension, studies show it really serves local circulation in

the neighborhood and does not serve regional traffic. With this, if the ultimate decision was made to remove it from the General Plan or just not build it, he did not believe there would be any ramifications in terms of funding. The Congestion Management Plan that has been around for 20 years in the County really only requires preparation of a mitigation plan if one of the City's arterials is found to go to a level of service lower than is allowed in the Congestion Management Plan. Would that happen, he did not know.

Commissioner Manning noted that there was no comment made regarding any future grade separations involving Washington or Madison. He asked whether those were on the radar at all?

Mr. Boyd explained that the City Council has not approved any grade separations at either Madison or Adams. There was a conceptual project at Mary Street that did not get State funding in the last round, approximately five years ago and that project has been on hold since. He added that in 2005-2006, staff looked at grade separations between Adams, Mary and Washington. The ultimate recommendation was Mary Street but that is the project that has not moved forward.

Commissioner Stosel noted that there were issues raised about sidewalks or lack of sidewalks on Crystal Ridge. If that were opened, what is the plan for dealing with that? Another issue heard tonight is the safety of pedestrians crossing Madison Street. Has anyone taken a look at whether or not paseos or an overpass bridge would work out there as part of this to ameliorate any safety or street crossing issues.

Mr. Boyd stated that at this time there were no plans for the sidewalks. Staff would need to take that question back and do some research. Regarding the pedestrian overcrossings, these have not been considered mainly due to the expense. Any structure such as that would require an elevator in order to meet the ADA requirements and the cost of the operation and maintenance of that is not practical.

The Commission took a 10 minute recess at 7:40 pm and reconvened the meeting at 7:54 p.m., all members present except Commissioners Parker, Riggle, Stockton and Zaki.

Ms. Jenkins stated that there were a lot of comments tonight and staff will be addressing those comments in the Final EIR that will be going before the City Council. She went over the four scenarios and noted that staff did not make a recommendation, however the Commission has the option to do so. The various recommendations can be: Scenario 1 to leave the gates in place, gates closed. There would be no other action necessary under this scenario. Scenario 2 would be to remove the gates. This would require the Commission's recommendation for approval of a General Plan Amendment case to modify Policy CCM-4.4 and an Implementation Tool 14. There are also other necessary text amendments that would have to be done to the General Plan to correspond with these changes. Also the project conditions and mitigation measures for TM-29515 and 29628 which required these gates in the first place, would have to be modified. Scenario 3 is just building Overlook and removing the gates but does not take

the westerly connection. The Commission would need to recommend approval of a General Plan Amendment to modify some objectives and policies and also some text to make this work. As well as the Circulation Master Plan of Roadways to remove the "C" Street connection which is on the Circulation Plan. Scenario 4 would also need some General Plan amendments because this will actually fulfill some of the policies such as leaving the gates on Crystal View in place. These are the four choices. Staff also heard comments from the Commissioners regarding the possibility that they may be contemplating a recommendation of removing Overlook Parkway altogether. She noted that this is a recommendation that the Commission can make to the City Council. She wanted the Commission to understand that this EIR did not analyze that. The Commission can make that recommendation to Council but that would take a different EIR to analyze the traffic impacts on the entire City and actually be a comprehensive update of the General Plan's Circulation Element and possibly changes to other elements of the General Plan.

Commissioner Manning asked if the Commission were to consider the last scenario regarding the removal of Overlook, would the Commission need to reject this EIR and recommend the removal of Overlook from the Plan requiring a new EIR?

Ms. Jenkins replied affirmatively. That would be one way to do it. None of the proposed scenarios would work for the scenario Commissioner Manning proposed. The recommendation could be that they not certify the EIR, rather recommend a different option which would be removing Overlook Parkway from the General Plan.

Ms. Smith clarified that it could be a combination. As explained by Ms. Jenkins, this EIR does not study the entirety of the City in connection with the removal of Overlook. The Commission could select Scenario 2 but modify it by removing the gates and remove Overlook Parkway. Such a recommendation would keep the DEIR and focus strictly on the removal of Overlook via a supplement to the DEIR. The Commission would not have to totally reject the EIR, it could be used and then go from there.

Commissioner Manning stated that the EIR seemed like it wasn't comprehensive so that it did not provide what was requested. There are several issues regarding this EIR that appear to be the middle of the pie but not the rest of it such as his questions regarding the grade separations, a lot of traffic flow questions as well as these two choke points, Washington and Madison. These issues were left out by someone's direction. He assumed that the experts hired were given parameters to operate under based on the physical map that was presented early as to the study area. He wondered if it is a traffic flow concern, why wouldn't they have an entire flow from the initiation area to the terminus of the freeway. The DEIR doesn't appear to be comprehensive enough so that he would not want to accept it.

Ms. Smith stated that this was an option within the prerogative of the Commission. She reminded everyone what the project was. The question that came before the Council was, "should we open the gates at Crystal View Terrace and Green Orchard?" Because of the mitigation measures for the closing of the gates were: 1 on the General Plan until

Overlook was built and 2 on an EIR and mitigated Negative Declaration, the gates couldn't just be opened. The question wasn't about removing Overlook from the General Plan. The question was strictly, can we open the gates leaving everything basically as is or do we have to open the gates and put in Overlook. This is the reason staff did not go to the extent of leaving Overlook on or not. The narrow issue was opening those gates.

Commissioner Manning stated that he respectfully disagreed because the traffic issues on Madison and Washington have existed for years. He understood the issue brought to the City Council. Council may be different now and there may be questions that other or newer council members will have that will address the neighborhood of Casa Blanca or the neighborhood along Washington. To just address this one narrow sliver of a question, should we open the gates or not and extend or not Overlook doesn't appear to address the overarching issue. He realized that staff is operating within the parameters of the Council direction. As a Commission, they are appointed to represent the best interest of the people and need to raise this question.

Ms. Smith stated that it was well within their purview. If the Commission believes that at this point in time before a real decision can be made Overlook needs to be studied completely, you would have to look at the entirety of the Circulation Element of the City because it all flows. The Commission can make that recommendation to the City Council.

Chair Wade stated he did not see a scenario that said open the gates and leave everything alone. He heard the public say they like the gates open and that's all but there isn't such a scenario. Scenario 2 has other things with it, how about just open the gates and walk away.

Ms. Jenkins explained that would be Scenario 2. This scenario leaves Overlook on the General Plan but it removes the policy that says we can't open the gates until Overlook has been built. The General Plan has to be amended to remove that policy.

Chair Wade commented that listening to the public, he heard a few people say they like the gates open so does that mean that they are leaning toward scenario 2 and does this scenario include something they do not want?

Commissioner Stosel stated he would like to come a resolution to this. His concern, personally, he would like to do further research. There was a comment that the DEIR does not consider the history that got us here and another comment was the history is important. He actually would tend to side on going back and looking over everything that has brought us to this point. This would include looking at actions that have been taken in the past and trying to delve into the logic that was involved at the time they came to those decisions. He felt that previous folks have kicked this down the road to the Commission and he did not want to sit here and do the same thing to their future successors. He would like to look into this and research the issues raised tonight to see if collectively they could come up with some questions, mitigations, etc. It was not his

intent to disappoint anyone in the audience but he would like to do something and do it right and not necessarily take the easy way out. He would like a little more time to contemplate this and do a little further research into some of the issues raised tonight.

Chair Wade liked Commissioner Stosel's comments because the speaker card for the woman that had to leave, her last comment was, "I don't care what you do, just do something". This is the attitude that a lot of people are getting, this is just going on and on. He appreciated Commissioner Stosel's comments and would like to at least do something.

Commissioner Kain stated he did like Scenario 2. He liked the idea that the EIR is gone but it is still on the General Plan. His question is if it came back, could they or some future entity call for the true logical analysis of all traffic flow. It is illogical to have this tiny little window and stick their heads in the sand and not look at the Madison and Washington connections and the end result of these decisions. As long as the next time this comes up, lets make a holistic study of Overlook and either one time say no or yes. He felt that their hands were tied, they have half the information and it is being forced on neighborhoods like Casa Blanca but the Commission does not have the ammunition to say yes or no. He would be inclined to, through some mechanism, perhaps Scenario 2 – open the gates and allow appropriate circulation for vehicular traffic in that area but have the ability to leave it on the General Plan so it can be attacked in a holistic way in the future. This way it would not have to start all over by putting it back in the General Plan in the future.

Commissioner Tavaglione stated that he felt somewhat challenged in that the four Scenarios have been presented but he wasn't sure whether the City was intending to complete all four scenarios going from Alessandro to the freeway. Is this something that is going to happen, or is this something that is going to go as far as Washington and stop and then worry about it from there on to the freeway? He is challenged as to where they are going and how far they are going to go and are the funds available?

Mr. Boyd replied that as the General Plan currently states, the extension of Overlook Parkway across the arroyo is still on it. It talks about not opening the gates and looking at a connection from Washington and Overlook to the 91 and that is what that DEIR did. The DEIR looked at an extension to Overlook Parkway to the 91 via Madison Street. Madison is still on the General Plan as a 4 lane arterial highway. The bulb outs and medians put in there a little over 10 years ago were described as temporary at that time until such time the traffic volumes were such that it needed to go back to a 4 lane arterial. The ultimate decision, how far do we go with this rests with the City Council. It would be his recommendation to them that staff move forward whether this plan or some other plan. The City has progressed for decades allowing development in that area on the assumption that Overlook Parkway would be there for local circulation. The traffic studies done in the last General Plan and the traffic studies done for this EIR all show that the connection of Overlook Parkway really feeds local circulation to and from Indiana up to Alessandro and Trautwein. It draws very little traffic in from outside the City. With that said, it would be up the City Council how far we go. Is there money for

such a thing, the relative expense to complete the bridge and do the extension? Staff estimated around 10 million dollars. As you know on arterial highways like this, the City can make funding available through its transportation funds or we could be looking at the regional development impact fees (TUMF). Overlook is on that program and Washington is on that program for possible regional type funding. So could the funding be made available, yes.

Commissioner Tavaglione inquired if staff would proceed with this project in increments.

Mr. Boyd responded that this was the issue what do we do in the long term if the area at Washington/Victoria is not fixed. No matter what action is taken, the City Council will ultimately still have to deal with the traffic coming down Washington and getting that traffic across and keeping it out of the greenbelt. He noted Scenario 4 achieves a lot of the General Plan, Measure C and Prop R objectives for keeping traffic out of the greenbelt and protecting Victoria Avenue. Currently you see traffic come down Washington and peeling off into the greenbelt down Dufferin and Bradley because it cannot get across Victoria in a reasonable manner at Washington. No matter what action is taken on the DEIR, we still have that problem. The comment about trying to make a decision is an excellent one because we will just be back here some time in the future wondering what we are going to do at Washington and Victoria. We need to get even today's traffic across Victoria somehow. He noted that ideally it should be done in one move but that would be a decision that needs to be discussed with the City Council. If the project is staged and stops at Washington, we have not addressed the entirety of the problem.

Commissioner Tavaglione asked if staff had all the information they needed to go from Alessandro to the Freeway?

Mr. Boyd stated the DEIR covers that. The question raised by Commissioner Manning regarding the operational aspects at the railroad crossings, the traffic models used for the DEIR and the General Plan are not sensitive enough to take into account something like a railroad crossing. The General Plan arterial highway system has numerous railroad crossings and they are not considered at a General Plan level traffic model. It is an operation issue that staff deals with later on. The General Plan modeling that exists doesn't contemplate a grade separation because they are just not sensitive enough to do it.

Commissioner Manning stated that this begs the question, why aren't they? His concern is if trying to be representative of the neighborhoods there, last count there was 98 trains going through the City on various lines. Several of those go through this area.

Mr. Boyd stated he would have to speak to the modelers. Based on their comment and some others received, staff would intend to go back and do an operational analysis for the grade crossing. Staff can do an operation analysis of that for the Final EIR.

Commissioner Manning noted that the issues east are mitigated then there is this choke point and Casa Blanca or the Washington/Victoria area suffers. This did not, as he said earlier to the City Attorney, this doesn't appear to be as comprehensive as needed.

Mr. Boyd noted that the bridge is modeled over the Alessandro Arroyo as one lane in each direction. This is really throttling the traffic back there so that the impacts would not be as large as some might expect. It does not mean you won't have some but if that were opened up to four lanes, you may have a different scenario there.

Commissioner Manning stated he did not disagree with that except that at the western extension of Overlook, it becomes four lanes somewhere around Whitegate. He drove it yesterday and as he recalled the closer it gets to Washington it becomes four lanes. This will increase volume and have people heading northerly, it is just incomplete in his estimation.

Mr. Boyd stated that could be addressed in the Final EIR, in the operation analysis at the railroad crossing.

MOTION by Commissioner Kain, **SECONDED** by Commissioner Manning, **TO RECOMMEND** Scenario 2 as stated in the staff report. With an added recommendation that Overlook Parkway not be built until a more comprehensive EIR is prepared.

Ms. Smith asked if Commissioner Kain meant the choke points in connection with the development of Overlook or the choke points in connection with opening up the gates?

Commissioner Kain stated that the entire overall flow from freeway to freeway embodied in building Overlook in the future. That that future EIR embrace that entire flow from A to B but short term, that scenario 2 would be the recommendation.

Commissioner Stosel stated he still had concerns dealing with the sidewalk issue on Crystal Ridge that was raised and still felt that it would be good to get the information on the railroad crossings and the mitigation on that before moving forward. This has been kicked around for 40 years. He didn't know how long it would take to get that information together to return to the Commission.

Mr. Boyd explained that it would not take long to do the operational analysis at the railroad crossing and address that first. Scenario 2 is pretty much the status quo condition today. If the ultimate decision was to adopt scenario 2 there would be no changes from the way it is today because the City Council approved the gates to remain open during the preparation of the DEIR. There would not be any changes at the railroad crossing or anywhere else along Madison Street. Regarding the question about the sidewalk that would be another question they could answer and get back to the Commission fairly quickly with.

Commissioner Tavaglione asked why the Commission is being asked to approve this if the gates are open now and going to stay open?

Commissioner Kain noted that since the gates would be permanently open there would be a certain amount of flow through those residential streets. If that is the case and the Commission is acknowledging that will continue, the enhancement of adding sidewalks would make the flow they are accepting a better condition. The streets should be safe and maybe adding the sidewalks is for another time.

Ms. Smith stated that what Mr. Boyd was trying to say is that he could bring that back to you for your information at a later Planning Commission meeting. She noted that there may be issues in putting sidewalks in the RC Zone as well as right-of-way issues. Safety is an issue but taking this one step further: 1. Is there right of way to put the sidewalks in? and 2. Because this is in the RC Zone, RC properties do not have sidewalks and that was intentional. Staff would have to look into those issues.

Commissioner Tavaglione inquired about bike lanes.

Mr. Boyd stated that there would be a class 2 bike lane that is already in place on Overlook.

Ms. Jenkins stated that staff needs more clarification with regard to sidewalks and exactly what street is being discussed. Is it Crystal View Terrace? There was one person who made comments regarding sidewalks but it was in regards to Grace Street out in the greenbelt area. She stated that they definitely don't do sidewalks in the greenbelt area. Staff will go through the minutes and try to find out if there was another location regarding sidewalks.

Ms. Jenkins reiterated that the motion is to recommend Scenario 2 but at the time, because Overlook is remaining on the General Plan, at the time the City should move forward with Overlook at any time in the future the Commission wants a new EIR that is definitely more comprehensive in its scope and detail.

Ms. Smith also clarified that the Commission is also at this point, forwarding the DEIR with Scenario 2 to the City Council.

The first and second to the motion agreed.

MOTION CARRIED by a vote of 6 ayes to 1 noes and 0 disqualified and 0 abstentions.

AYES:	Kain, Manning, Rossouw, Tavaglione, Wade
NOES:	Stosel
DISQUALIFIED:	None
ABSTAINED:	None
ABSENT:	Parker, Riggle, Stockton, Zaki

Chair Wade addressed the audience and indicated that the Commission tried to address what they could and hoped at least, that the audience saw the effort on the

Commission's part. He stated the Commission appreciated the citizen's efforts to come out tonight. The Commission has made a recommendation and it is not going to please everyone but hopefully it is something they can see the Commission tried to work within what they can and address the concerns discussed. Chair Wade thanked everyone for coming and for their participation.

ADJOURNMENT

The meeting was adjourned at 8:31 p.m. to the meeting of June 20, 2013 at 9:00 a.m. in the Art Pick Council Chambers.

Minutes approved as presented at the June 20, 2013 meeting.

From: [Boyd, Tom](#)
To: [Alicia Robinson](#)
Cc: [Perry, Cindie](#); [Jenkins, Diane](#)
Subject: RE: Overlook Parkway
Date: Wednesday, December 12, 2012 5:32:46 PM

Alicia, there are no cost estimates for the mitigation measures. Regarding traffic volumes, the volume of traffic is predicted to increase throughout the City. The options studied in the EIR do not generate any new traffic but some redistribution will occur depending on which scenario, if any, is implemented. This is discussed in the EIR

From: Robinson, Alicia [<mailto:arobinson@pe.com>]
Sent: Wednesday, December 12, 2012 4:40 PM
To: Boyd, Tom
Subject: Re: Overlook Parkway

Thanks Tom. Any idea what the future cost is of mitigation measures mentioned in the EIR? Most or all of the options mention future improvements like left turn lanes, new traffic lights, etc. Also, it looked to me (from reading the executive summary) like all scenarios - even scenario 1, the least impact - would have some traffic impact over time if not right away - is it fair to say traffic is predicted to increase no matter which option is chosen?

On Wed, Dec 12, 2012 at 4:34 PM, Boyd, Tom <TBoyd@riversideca.gov> wrote:
Alicia, the cost estimates that are available are on the list of frequently asked questions at the bottom of the EIR on the Planning Website, its also below.

What is the estimated cost for these improvements and who will pay for them?
The planning level estimate to complete Overlook Parkway is \$5 to \$10 million. The planning level cost to complete the Proposed C Street is between \$3 and \$5 million. Large-scale capital projects in the City are funded through a variety of methods, including development impact fees, grants, gas tax or Measure A revenue or long-term financing.

From: Robinson, Alicia [<mailto:arobinson@pe.com>]
Sent: Wednesday, December 12, 2012 4:03 PM
To: Boyd, Tom; Perry, Cindie
Subject: Overlook Parkway

Tom/Cindie,
Does the city have any ballpark cost estimates for any of the four options studied in Overlook Parkway EIR? If so, what are they? (And if not, at what stage would costs be studied/discussed?)

Thanks,
Alicia

--

Alicia Robinson

Reporter

The Press-Enterprise

3540 14th St.

Riverside, CA 92501

Phone: 951-368-9461

Twitter: @arobinson_pe

Blog: <http://blog.pe.com/riverside/>

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Reporter

The Press-Enterprise

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May 30, 2013

City of Riverside, Community Development Department
Planning Division
Attn: Diane Jenkins, AICP, Principal Planner
3900 Main Street
Riverside, CA 92522

RE: Public Comment re Draft EIR for Crystal View Terrace / Green Orchard Place /
Overlook Parkway Project (P11-0050) for the City of Riverside, California
(SCH No. 2011021028)

Dear Ms. Jenkins and Planning Commissioners:

I write to express my strong opposition to Scenario 1 (closing the gates). I live on Cactus Avenue, between Dauchy and Crystal View. I pass through the gates on Crystal View or Green Orchard almost every day at least twice on my way to work (in Corona) and back. If the gates were closed, it would add several miles and at least 20-30 minutes to my daily commute, not to mention hundreds of dollars to my annual fuel bill. I would either have to take Via Vista to Alessandro to Arlington, or Wood to Van Buren. Traffic on Alessandro, Arlington and Van Buren is already terrible. By contrast, traffic on Overlook is negligible. Overlook must be one of the most under-utilized major streets in all of Riverside.

The only 'benefit' to closing the gates is that a few dozen homeowners (including my family) would see fewer cars passing by their properties. That is not a benefit to the general public as a whole; but rather, only to a select few. Reduced congestion for a select few does not even arguably justify reducing accessibility for the general public, substantially lengthening the commutes of hundreds if not thousands of Rancho Valencia, Mission Grove and Orangecrest residents who use Overlook to get to the 91, and worsening the already horrible traffic on Alessandro, Arlington and Van Buren, all of which would add who knows how much pollution to the environment.

It is no secret that the few that stand to 'benefit' from closing the gates own very expensive homes in a very upscale part of town. It is unfortunate that some of them apparently care more about reducing noise and traffic in their posh hilltop neighborhood than they do about the adverse consequences to countless working people and the detriment to the general public of closing the gates. There is an old saying that "money buys votes." I hope that will not prove true here. The needs of the many should outweigh the selfish wants of the few.

Respectfully,

John Higginbotham

John Higginbotham
Riverside

5/25/13

To whom it may concern,

I Sadik N Sadik and my family live on 6955 Sandtrack Rd. Opening overlook parkway would affect us directly considering that we are next door to this street. We can hear vehicles driving from Alessandro alone I couldn't image how loud and invasive the car sounds would be if this street is opened. Not considering the dangers of cars running into our house (We already had one incident of that with the street closed.) Not only do we object to overlook parkway being opened and used but me and my family will be forced to take legal action against the city and those involved in this planning. Please refrain from opening overlook! It's a nice and quiet area and we would like to keep it that way.



Thank you kindly,

Sadik N Sadik

6955 Sandtrack RD

Riverside, CA 92506

951-776-1113

May 26, 2013

Diane Jenkins, AICP, Principal Planner
City of Riverside, Planning Division
3900 Main Street – 3rd Floor
Riverside, CA 92522



Re: P11-0050
Crystal View terrace/Green Orchard Place/Overlook Parkway Project

Ms. Jenkins,

This is the 2nd letter I have composed regarding the Crystal View terrace/Green Orchard Place/Overlook Parkway Environmental Impact Report.

I have been a resident of the City of Riverside for 25 years. My opinion in this matter is not rooted in self-interest but in my concern for the quality of life of the impacted neighborhoods and residents that will occur from the major shift in traffic patterns that will occur if Overlook Parkway is connected.

I want to be on record in absolute opposition to Scenario #3 and Scenario #4 as presented in the DEIR.

Scenario 3 & 4 will both have a profound and significant impact on Victoria Avenue – a rare jewel in Southern California. For city planners to even consider a high volume of traffic to cross this historic street is short-sighted and irresponsible.

Equally important, the Overlook Parkway connection will divide and devastate the neighborhood of Casa Blanca because of the dramatic increase in traffic traversing through this unique neighborhood in the city. This must be viewed by decision-makers as simply unacceptable.

Scenario 4, in particular, will result in a major shift in traffic patterns in the city by inviting vehicles off the 91 freeway and on to city streets. I am dumbfounded that this scenario is even being considered in a city that boasts preserving the quality of life for its residents and protecting the integrity of its neighborhoods.

This is the most significant quality of life issue facing residents in this part of the city, and I ask that city planners represent the interests of the current and future residents of the locally impacted neighborhoods over any outside pressures to connect Overlook Parkway.

Sincerely,

Kenny Sawa
1184 Muirfield Road
Riverside, CA 92506
kfsawa@gmail.com

Cc: Rusty Bailey, Mayor
Paul Davis, City Council

Jenkins, Diane

From: Jenkins, Diane
Sent: Friday, May 31, 2013 10:01 AM
To: 'Andy Wilson'
Subject: RE: Notice of Hearing on Draft EIR Overlook Parkway (SCH NO. 2011021028)

Hello Mr. Wilson,

The staff report explains this question. You can find the staff report at this location <http://www.riversideca.gov/planning/eir.asp> or later this afternoon you can find it on the Planning Commission website with the agenda.

Thanks

Di

Diane Jenkins, AICP § Principal Planner
City of Riverside ▪ Community Development Department ▪ Planning Division
3900 Main Street, Third Floor ▪ Riverside, CA 92522
☎ (951) 826-5625 ▪ 📠 (951) 826-5981
DiJenkins@riversideca.gov

 please consider the ENVIRONMENT before printing this email

From: Andy Wilson [<mailto:andrew.wilson.acw@gmail.com>]
Sent: Friday, May 31, 2013 8:55 AM
To: Jenkins, Diane
Subject: Notice of Hearing on Draft EIR Overlook Parkway (SCH NO. 2011021028)

Dear Ms. Jenkins,

I received a copy of the "Notice of Hearing Before the City Planning Commission of the Draft Environmental Impact Report, etc." I plan to attend the hearing on June 6, and I have a question about the Notice.

The Notice states: "The proposed *Environmental Impact Report (EIR) and General Plan (GP) Amendment* serves as the analysis required by General Plan 2025 Policy CCM-4.2, and therefore the project study area of the EIR is generally bounded by John F. Kennedy Drive and Hermosa Drive to the south, Adams Street and (SR-91) to the west, Arlington Avenue to the north, and Alessandro Boulevard and Trautwein Road to the east and is approximately 7,500-acres in size." (Emphasis added.)

I am not certain what the "General Plan (GP) Amendment" is, or what amendment the author of the Notice had in mind. The EIR mentions more than one proposed amendment to the General Plan. Can you let me know what the "General Plan (GP) Amendment" referred to in the Notice is and refer me to a page in the EIR where that amendment is described? This will help me prepare for the upcoming hearing.

Thank you very much,

Andy Wilson

ATTACHMENT C

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ATTACHMENT D

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BNSF AT-GRADE RAILROAD CROSSING AT MADISON STREET AND WASHINGTON STREET

QUEUE STUDY ANALYSIS

Prepared by: City of Riverside
Public Works Department, Traffic Engineering Division

October 4, 2013

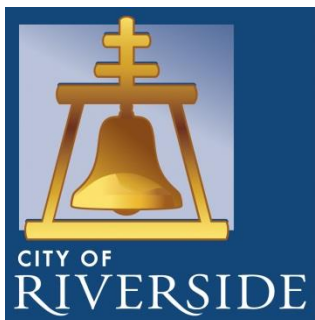


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1) Master Plan of Roadways.....	Appendix A
2) Figure 4-4A Gates Closed Peak Hour Volumes (Existing).....	Appendix A
3) Figure 4-6A Gates Open Peak Hour Volumes (Existing).....	Appendix A
4) Figure 5-2A Scenario 3 Peak Hour Volumes (Existing).....	Appendix A
5) Figure 5-5A Scenario 4 Peak Hour Volumes (Existing).....	Appendix A
6) Figure 6-5A Gates Closed Peak Hour Volumes (2035).....	Appendix A
7) Figure 6-6A Gates Open Peak Hour Volumes (2035).....	Appendix A
8) Figure 6-7A Scenario 3 Peak Hour Volumes (2035).....	Appendix A
9) Figure 6-8A Scenario 4 Peak Hour Volumes (2035).....	Appendix A

BNSF At-Grade Railroad Crossing Queue Study

RCTC'S *Grade Separation Priority Update Study for Alameda Corridor East (Riverside County)* prepared on February 2012 provides existing (2011) and future 2035 train figures for the at-grade railroad crossings that includes Madison Street and Washington Street. The study provides:

- Daily Train Volumes – Table 3.1
- Train Volumes by Peak Hour Periods – Table 3.2
- Train Speeds and Train Lengths – Table 3.3
- Vehicle Hours of Delay and Gate Down Time (Minutes) – Table 3.4

In addition, Iteris' *Cristal View Terrace/Green Orchard Place/Overlook Parkway Project* Traffic Impact Study (TIA) analyzed four scenarios that would impact both Madison Street and Washington Street at the BNSF railroad crossings. The City used RCTC's *Grade Separation Priority Update Study for Alameda Corridor East (Riverside County)* and Iteris' TIA to analyze the four scenarios and determine the morning and evening peak hour queues at the railroad crossings for existing and 2035 conditions.

I. Background

The study evaluates the four circulation scenarios as outlined in Iteris' *Cristal View Terrace/Green Orchard Place/Overlook Parkway Project* Traffic Impact Study (TIA):

- Scenario 1: Gates closed at Crystal View Terrace and Green Orchard PI and no connection of Overlook Parkway to the east across the Alessandro Arroyo and to Alessandro Blvd.
- Scenario 2: Gates removed at Crystal View Terrace and Green Orchard PI and no connection of Overlook Parkway across the Alessandro Arroyo or easterly to Alessandro Blvd.
- Scenario 3: Gates removed at Crystal View Terrace and Green Orchard PI and Overlook Parkway would be connected between Via Vista Dr and approximately 500 feet west of Sandtrack Road and Over the Alessandro Arroyo.
- Scenario 4: Gates removed at Crystal View Terrace and Green Orchard PI and Overlook Parkway would be connected between Via Vista Dr and approximately 500 feet west of Sandtrack Road and Over the Alessandro Arroyo. In addition, "C" Street would be constructed to connect the intersection of Overlook Pkwy at Washington St to the intersection of Victoria Ave at Madison St

This study will generate queue lengths for the morning and evening peak hours. The vehicle queue lengths (feet) will be generated for the following conditions:

- Existing freight
- Existing Metrolink
- Existing freight + Metrolink
- Existing freight + freight
- Future Freight
- Future Metrolink
- Future freight + Metrolink
- Future freight + freight
- Future Freight + Overlook Pkwy Extension

- Future Metrolink + Overlook Pkwy Extension
- Future freight + Metrolink + Overlook Pkwy Extension
- Future freight + freight + Overlook Pkwy Extension

The following are required to determine vehicle queue lengths:

- Determine vehicle arrival rate in vehicles per minute
- Determine Gate Down time
- Assume each vehicle occupies 20 feet of roadway storage
- Assume that combinations of freight + Metrolink and freight + freight will occur as there are two active rail lines that can serve multiple trains concurrently

Train Arrivals

Per RCTC'S *Grade Separation Priority Update Study for Alameda Corridor East (Riverside County)* prepared on February 2012 the number of trains through the Madison St railroad crossing is expected to double by Year 2035. As shown on Tables 1 & 2 the number of trains in 2011 are 68 and by 2035 the number is estimated to increase to 137. Table 3 shows average arrival rates during the morning and evening peak hours for existing and 2035.

Table 1 – Existing Train Volume by Time Period at Madison St at BNSR RR Xing

Type	AM Peak	Midday Peak	PM Peak	PM Off Peak	Night	Daily
	6-9 AM	9AM-3PM	3-7 PM	7-10 PM	10PM-6AM	
Total	13	16	13	7	19	68
Freight	7	10	5	5	15	42
Metrolink	5	6	8	1	3	23
Amtrak	1	0	0	1	1	3

Table 2 – 2035 Train Volume by Time Period at Madison St at BNSR RR Xing

Type	AM Peak	Midday Peak	PM Peak	PM Off Peak	Night	Daily
	6-9 AM	9AM-3PM	3-7 PM	7-10 PM	10PM-6AM	
Total	24	31	26	17	39	137
Freight	14	21	12	12	32	91
Metrolink	9	10	13	4	6	42
Amtrak	1	0	1	1	1	4

Table 3– Train Arrival Rates

Year	Type	AM Peak (6-9 am)			PM Peak (3-7 pm)		
		Trains	Arrival Rate Every	Arrival Rate Every	Trains	Arrival Rate Every	Arrival Rate Every
2011	Freight	7	25 Minutes	13.8 Minutes	5	48 Minutes	18.5 Minutes
	Metrolink	5	36 Minutes		8	30 Minutes	
	Amtrak	1	3 Hours		0	NA	
2035	Freight	14	13 Minutes	7.5 Minutes	12	20 Minutes	9.2 Minutes
	Metrolink	9	20 Minutes		13	18 Minutes	
	Amtrak	1	3 Hours		1	4 Hours	

Train Crossing Gate Down Time

Tables 4-6 are provided in RCTC'S *Grade Separation Priority Update Study for Alameda Corridor East (Riverside County)* dated February 2012. The tables provide existing and 2035 train lengths, speeds, and daily gate down times at the BNSF trains crossings within the City of Riverside. By 2035 the "Daily Gate Down Time" will more than double due to the increased number of trains and increased train lengths.

Table 4 – Train Speeds and Lengths through Madison St at BNSR RR Xing

Train Speed (mph)		Train Length (ft)				
Freight	Passenger	Freight		Metrolink		Amtrak
2011/2035	2011/2035	2011	2035	2011	2035	2011/2035
40	55	5,000	6,500	500	750	1,000

Table 5 – Train Time to Traverse Railroad Crossing

Train Type	Speed (mph)	Speed (ft/sec)	Train Length	Total Time (sec)
Freight	40	58.7	5,000	85.18
			**6,500	110.73
Metrolink	55	80.7	500	6.20
			**750	9.29
Amtrak	55	80.7	1,000	12.39

** 2035 Train Lengths as indicated in RCTC's study

Table 6 – Daily Gate Down Time Analysis

Year	Train Type	Daily Trains	Train Length	Gate-Down Time Per Train (s)	Track Time Per Train (s)	Daily Gate Down Time (min)
2011	Freight	42	5,000 ft	37.7	85.18	105.35
	Metrolink	23	500 ft	37.7	6.20	
	Amtrak	3	1,000 ft	37.7	12.39	
2035	Freight	91	6,500 ft	37.7	110.73	261.45
	Metrolink	42	750 ft	37.7	9.29	
	Amtrak	4	1,000 ft	37.7	12.39	

II. Madison Street Queue Analysis

Madison Street is a north-south street which runs between Arlington Avenue and Dufferin Avenue. Madison Street at BNSF Crossing is a two lane roadway and is approximately 600 feet to the southerly limit line at Indiana Avenue. South of the railroad tracks Madison St is a two lane roadway with a striped two-way left-turn lane. North of the railroad tracks, Madison Street varies between two and four travel lanes as shown on Figure 1. In the southbound direction, there is approximately 870 feet of queuing capacity and in the northbound direction there is approximately 1,900 queuing capacity between the BNSF tracks and the signalized intersection at Lincoln Avenue. It is anticipated that in 2035 Madison Street will be a four-lane roadway for its entire limits.¹



Figure 1 – Madison St Queuing Capacity

Indiana Ave at Madison St is a signalized intersection and does not have Advance Railroad Preemption to the BNSF Railroad Crossing. BNSF has two active rail lines at the Madison St crossing which can concurrently serve freight, Metrolink and Amtrak trains.

Vehicular Arrival Rates

Tables 7 and 8 show existing and 2035 peak hour traffic volumes and arrival rates for the morning (7-9 am) and evening (4-6 pm) commute hours. The existing and 2035 peak hour traffic volumes were provided by Iteris' *Cristal View Terrace/Green Orchard Place/Overlook Parkway Project* Traffic Impact Analysis Study, Figures 4-4A, 4-6A, 5-2A, 5-5A, 6-5A, 6-6A, 6-7A, and 6-8A.

Table 7: Existing Peak Hour Volumes & Arrival Rates at Madison St at BNSF RR Xing

Scenario	Existing Peak Hour Volumes				Existing Arrival Rates (Vehicles per Minute)			
	Northbound		Southbound		Northbound		Southbound	
	AM	PM	AM	PM	AM	PM	AM	PM

¹ Consistent with the assumptions made in the EIR, , and to provide a worst-case scenario depiction of traffic impacts, 2035 conditions assume full build-out of all land uses (and their associated traffic generation), as well as full build-out of the transportation system. (Draft EIR p. 3.11-65.) Full build-out assumes maximum density of all land use designations under the General Plan. This Project, being a roadway project, does not generate any traffic, but it does redistribute it across the roadway network.

1	369	314	449	655	6.15	5.23	7.48	10.92
2	438	322	334	621	7.30	5.37	5.57	10.35
3	450	334	325	623	7.50	5.57	5.42	10.38
4	733	558	443	864	12.22	9.30	7.38	14.40

Table 8: 2035 Peak Hour Volumes & Arrival Rates at Madison St at BNSF RR Xing

Scenario	2035 Peak Hour Volumes				2035 Arrival Rates (Vehicles per Minute)			
	Northbound		Southbound		Northbound		Southbound	
	AM	PM	AM	PM	AM	PM	AM	PM
1	772	670	640	1280	12.87	11.17	10.67	21.33
2	901	716	490	1314	15.02	11.93	8.17	21.90
3	911	799	519	1326	15.18	13.32	8.65	22.10
4	1286	1073	946	1591	21.43	17.88	15.77	26.52

Queue Analysis

For the purpose of this study queue lengths calculations use average vehicle arrival rates, average gate down times, maximum train lengths, and 20 feet of queuing distance per vehicle. Table 9 reflects the existing and 2035 projected storage capacity on Madison Street between Indiana Ave and Lincoln Ave.

Table 9 – Madison St Queuing Capacity between Indiana Ave and Lincoln Ave

Year	Queuing Capacity (feet)	
	Southbound	Northbound
2011	870	1,900
2035	*1,200	*3,800

*Madison St will be a 4-lane roadway in the 2035 conditions

Tables 10-17 show existing and 2035 forecasted vehicle queues (feet/vehicles) on Madison Street at the BNSF Railroad crossing for the four scenarios. The queue figures are highlighted and the queues that exceed roadway capacity are shown in red text.

Table 10 – Scenario 1 AM Peak Hour Queue Lengths

Item	Existing				2035			
	Freight	Metrolink	Freight + Metrolink	Freight+Freight	Freight	Metrolink	Freight + Metrolink	Freight+Freight
Gate Time (s)	37.70	37.70	75.40	75.40	37.70	37.70	75.40	75.40
Track Occupied (s)	85.18	6.20	91.38	170.36	110.73	9.29	120.02	221.46
NB Arrival Rate (v/m)	6.15				12.87			
NB Queue (ft)/(veh)	260/13	100/5	360/18	520/26	640/32	220/11	840/42	1280/64
SB Arrival Rate (v/m)	7.48				10.67			
SB Queue (ft)/(veh)	320/16	120/6	420/21	620/31	540/27	180/9	700/35	1060/53

Table 11 – Scenario 1 PM Peak Hour Queue Lengths

Item	Existing				2035			
	Freight	Metrolink	Freight +	Freight+Freight	Freight	Metrolink	Freight +	Freight+Freight

			Metrolink				Metrolink	
Gate Time (s)	37.70	37.70	75.40	75.40	37.70	37.70	75.40	75.40
Track Occupied (s)	85.18	6.20	91.38	170.36	110.73	9.29	120.02	221.46
NB Arrival Rate (v/m)	5.23				11.17			
NB Queue (ft)/(veh)	220/11	80/4	300/15	440/22	560/28	180/9	740/37	1120/56
SB Arrival Rate (v/m)	10.92				21.33			
SB Queue (ft)/(veh)	460/23	160/8	620/31	900/45	1060/53	340/17	1400/70	2120/106

Table 12 – Scenario 2 AM Peak Hour Queue Lengths

Item	Existing				2035			
	Freight	Metrolink	Freight + Metrolink	Freight+Freight	Freight	Metrolink	Freight + Metrolink	Freight+Freight
Gate Time (s)	37.70	37.70	75.40	75.40	37.70	37.70	75.40	75.40
Track Occupied (s)	85.18	6.20	91.38	170.36	110.73	9.29	120.02	221.46
NB Arrival Rate (v/m)	7.30				15.02			
NB Queue (ft)/(veh)	300/15	120/6	420/21	600/30	760/38	240/12	980/49	1500/75
SB Arrival Rate (v/m)	5.57				8.17			
SB Queue (ft)/(veh)	240/12	100/5	320/16	460/23	420/21	140/7	540/27	820/41

Table 13 – Scenario 2 PM Peak Hour Queue Lengths

Item	Existing				2035			
	Freight	Metrolink	Freight + Metrolink	Freight+Freight	Freight	Metrolink	Freight + Metrolink	Freight+Freight
Gate Time (s)	37.70	37.70	75.40	75.40	37.70	37.70	75.40	75.40
Track Occupied (s)	85.18	6.20	91.38	170.36	110.73	9.29	120.02	221.46
NB Arrival Rate (v/m)	5.37				11.93			
NB Queue (ft)/(veh)	220/11	80/4	300/15	440/22	600/30	200/10	780/39	1180/59
SB Arrival Rate (v/m)	10.35				21.90			
SB Queue (ft)/(veh)	440/22	160/8	580/28	860/43	1100/55	360/18	1440/72	2180/109

Table 14 – Scenario 3 AM Peak Hour Queue Lengths

Item	Existing				2035			
	Freight	Metrolink	Freight + Metrolink	Freight+Freight	Freight	Metrolink	Freight + Metrolink	Freight+Freight
Gate Time (s)	37.70	37.70	75.40	75.40	37.70	37.70	75.40	75.40
Track Occupied (s)	85.18	6.20	91.38	170.36	110.73	9.29	120.02	221.46
NB Arrival Rate (v/m)	7.50				15.18			
NB Queue (ft)/(veh)	320/16	120/6	420/21	620/31	760/38	240/12	1000/50	1520/76
SB Arrival Rate (v/m)	5.42				8.65			
SB Queue (ft)/(veh)	240/12	80/4	320/16	460/23	440/22	140/7	580/29	860/43

Table 15 – Scenario 3 PM Peak Hour Queue Lengths

Item	Existing				2035			
	Freight	Metrolink	Freight + Metrolink	Freight+Freight	Freight	Metrolink	Freight + Metrolink	Freight+Freight
Gate Time (s)	37.70	37.70	75.40	75.40	37.70	37.70	75.40	75.40
Track Occupied (s)	85.18	6.20	91.38	170.36	110.73	9.29	120.02	221.46
NB Arrival Rate (v/m)	5.57				13.32			
NB Queue (ft)/(veh)	240/12	100/5	320/16	460/23	660/33	220/11	880/44	1320/66
SB Arrival Rate (v/m)	10.38				22.10			
SB Queue (ft)/(veh)	440/21	160/8	580/28	860/43	1100/55	360/18	1440/72	2200/110

Table 16 – Scenario 4 AM Peak Hour Queue Lengths

Item	Existing				2035			
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	Freight	Metrolink	Freight + Metrolink	Freight+Freight	Freight	Metrolink	Freight + Metrolink	Freight+Freight
Gate Time (s)	37.70	37.70	75.40	75.40	37.70	37.70	75.40	75.40
Track Occupied (s)	85.18	6.20	91.38	170.36	110.73	9.29	120.02	221.46
NB Arrival Rate (v/m)	12.22				21.43			
NB Queue (ft)/(veh)	500/25	180/9	680/34	1020/51	1060/53	340/17	1400/70	2120/106
SB Arrival Rate (v/m)	7.38				15.77			
SB Queue (ft)/(veh)	320/16	120/6	420/21	620/31	780/39	260/13	1040/52	1560/78

Table 17 – Scenario 4 PM Peak Hour Queue Lengths

Item	Existing				2035			
	Freight	Metrolink	Freight + Metrolink	Freight+Freight	Freight	Metrolink	Freight + Metrolink	Freight+Freight
Gate Time (s)	37.70	37.70	75.40	75.40	37.70	37.70	75.40	75.40
Track Occupied (s)	85.18	6.20	91.38	170.36	110.73	9.29	120.02	221.46
NB Arrival Rate (v/m)	9.30				17.88			
NB Queue (ft)/(veh)	380/19	140/7	520/26	780/39	900/45	280/14	1180/59	1780/89
SB Arrival Rate (v/m)	14.40				26.52			
SB Queue (ft)/(veh)	600/30	220/11	800/40	1180/59	1320/66	420/21	1740/87	2640/132

Conclusion

Scenario 4 which removes the gates at Crystal View Terrace and Green Orchard Place and constructs Street “C” to connect the intersection of Overlook Parkway at Washington Street to the intersection of Victoria Avenue at Madison Street would generate the longest queues and delay at the Madison Street at BNSF crossing in both existing and 2035 conditions. Scenario 4 would allow motorists the options of using Street “C” or Washington Street to travel to and from SR-91, Indiana Avenue, and the Overlook Parkway area and thus Scenario 4 would increase traffic volumes and delay through the Madison Street at the BNSF crossing.

Tables 16 and 17 (Scenario 4) show that northbound queues are accommodated under existing and 2035 conditions. In the southbound direction, the following would exceed queuing capacity:

- Existing PM Freight + Freight – Queue exceeds capacity by 310 ft (16 vehicles). Although, per Table 6 there are only 5 freight trains that pass through the crossing between 3-7 pm. The likelihood that 2 opposing freight trains arrive concurrently at the crossing is low.
- 2035 AM Freight + Freight – Queue exceeds capacity by 360 ft (18 vehicles)
- 2035 PM Freight – Queue exceeds capacity by 120 ft (6 vehicles)
- 2035 PM Freight + Metrolink – Queue exceeds capacity by 540 ft (27 vehicles). All scenarios show that freight + Metrolink exceed queuing capacity in the 2035 PM peak hour.
- 2035 PM Freight + Freight – Queue exceeds capacity by 1440 ft (72 vehicles). All scenarios show that freight + freight exceed queuing capacity in the 2035 PM peak hour.

In general Madison St between Indiana Ave and Lincoln Ave can accommodate existing queues under all four scenarios. However, under Scenarios 1 and 4 southbound queues of 2 to 16 vehicles, respectively, spill onto Indiana Ave or Madison St, north of Indiana Ave, during the PM peak hour if multiple freight trains arrive. This spill over will only occur if multiple trains arrive concurrently and during the PM peak, and similar train-related delays will occur with or without the Project. For these reasons, this is not considered a significant impact.

By 2035 train volumes are expected to double in both the morning and evening peak hours. There is sufficient queuing capacity in the northbound direction in all four scenarios. For all scenarios in the

southbound direction, the PM peak hour could cause short-term, intermittent delay and spill over onto adjacent streets when multiple trains arrive (freight + freight or freight + Metrolink). In addition, in Scenario 4 single freight train arrivals in the PM Peak hour could cause short-term, intermittent delay and spill over onto adjacent streets. Due to the trains schedules, train headways, and number of trains the likelihood of opposing trains arriving concurrently at the Madison Street BNSF rail crossing is low. Nonetheless, if this occurs, southbound motorists can wait on Indiana Avenue and/or Madison Street north of Indiana Avenue. Based on the queuing analysis, the low probability of multiple trains arriving concurrently at the Madison Street BNSF crossing, the additional storage on Indiana Ave and Madison St north of Indiana Ave, similar delays would occur at buildout regardless of the Project, and the intermittent nature of such delays, the queuing impacts from all scenarios, including Scenario 4, are not anticipated to be significant.

III. Washington Street Queue Analysis

Washington Street is a north-south street which runs between Magnolia Ave Avenue and Diana Avenue and between Indiana Avenue and the southerly City limits into Riverside County. It has one travel lane in each direction between Magnolia Avenue and Diana Avenue, and one to two travel lanes in each direction between Indiana Avenue and the southerly City limits. Washington Street at the BNSF Crossing is a two lane roadway and is approximately 165 feet to the southerly limit line at Indiana Avenue, see Figure 2. In the southbound direction, there is approximately 165 feet of queuing capacity and in the northbound direction there is approximately 2,200 feet of queuing capacity between the BNSF tracks and the all-way stop intersection at Lincoln Avenue. Per the Master Plan of Roadways, attached Figure CCM-4, by 2035 Washington Street will remain a two lane roadway between Indiana Avenue and Victoria Avenue and widen to four lanes between Victoria Avenue and the southerly City limits.²

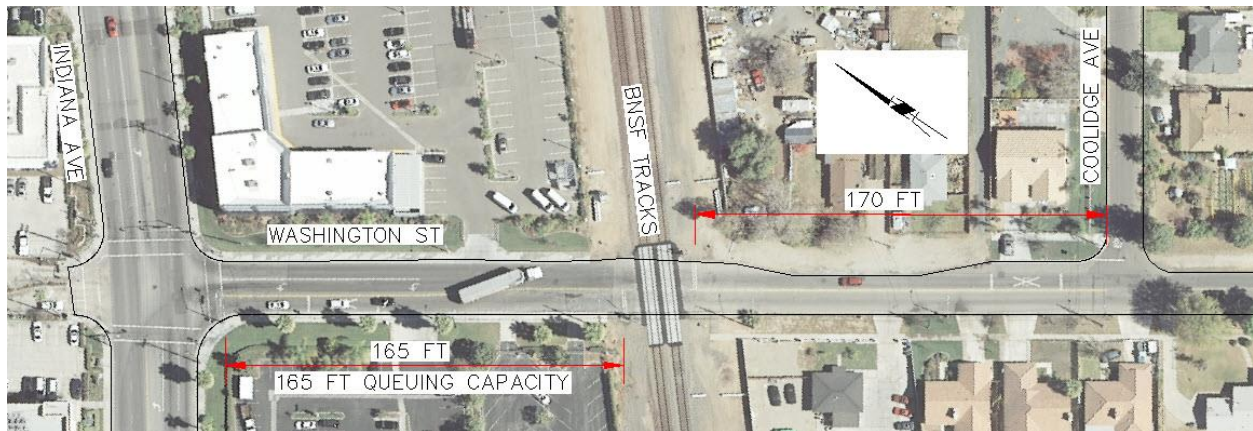


Figure 2 – Washington St Queuing Capacity

Indiana Ave at Washington Street is a signalized intersection and does not have Advance Railroad Preemption to the BNSF Railroad Crossing. BNSF has two active rail lines at the Washington Street crossing which can concurrently serve freight, Metrolink and Amtrak trains.

² Consistent with the assumptions made in the EIR, and to provide a worst-case scenario depiction of traffic impacts, 2035 conditions assume full build-out of all land uses (and their associated traffic generation), as well as full build-out of the transportation system. (Draft EIR p. 3.11-65.) Full build-out assumes maximum density of all land use designations under the General Plan. This Project, being a roadway project, does not generate any traffic, but it does redistribute it across the roadway network.

Arrival Rates

Tables 18 and 19 shows existing and projected 2035 peak hour traffic volumes and arrival rates for the morning (7-9 am) and evening (4-6 pm) commute hours. The existing and 2035 peak hour traffic volumes were taken from Iteris' *Cristal View Terrace/Green Orchard Place/Overlook Parkway Project* TIA, Figures 4-4A, 4-6A, 5-2A, 5-5A, 6-5A, 6-6A, 6-7A, and 6-8A.

Table 18: Existing Peak Hour Volumes & Arrival Rates at Washington St at BNSF RR Xing

Scenario	Existing Peak Hour Volumes				Existing Arrival Rates (Vehicles per Minute)			
	Northbound		Southbound		Northbound		Southbound	
	AM	PM	AM	PM	AM	PM	AM	PM
1	545	284	168	319	9.08	4.73	2.80	5.32
2	561	276	161	349	9.35	4.60	2.68	5.82
3	572	286	168	358	9.53	4.76	2.80	5.97
4	530	225	135	309	8.83	3.75	2.25	5.15

Table 19: 2035 Peak Hour Volumes & Arrival Rates at Washington St at BNSF RR Xing

Scenario	2035 Peak Hour Volumes				2035 Arrival Rates (Vehicles per Minute)			
	Northbound		Southbound		Northbound		Southbound	
	AM	PM	AM	PM	AM	PM	AM	PM
1	817	485	351	542	13.62	8.08	5.85	9.03
2	829	512	351	665	13.82	8.53	5.85	11.08
3	889	562	392	715	14.82	9.37	6.53	11.92
4	801	492	284	592	13.35	8.20	4.73	9.87

Queue Analysis

For the purpose of this study queue lengths calculations use average vehicle arrival rates, average gate down times, maximum train lengths, and 20 feet of queuing distance per vehicle. There are no planned improvements on Washington Street between Indiana Avenue and Lincoln Avenue and thus Table 20 reflects similar queuing capacity in existing and 2035 conditions.

Table 20 – Washington Street Queuing Capacity between Indiana Ave and Lincoln Ave

Year	Queuing Capacity (feet)	
	Southbound	Northbound
2011 & 2035	165	2,200

Tables 21-28 show existing and projected 2035 vehicle queues (feet/vehicles) on Washington Street at the BNSF Railroad crossing for the four scenarios. The queue figures are highlighted and the queues that exceed roadway capacity are shown in red text.

Table 21 – Scenario 1 AM Peak Hour Queue Lengths

Item	Existing				2035			
	Freight	Metrolink	Freight + Metrolink	Freight+Freight	Freight	Metrolink	Freight + Metrolink	Freight+Freight
Gate Time (s)	37.70	37.70	75.40	75.40	37.70	37.70	75.40	75.40
Track Occupied (s)	85.18	6.20	91.38	170.36	110.73	9.29	120.02	221.46
NB Arrival Rate (v/m)	9.08				13.62			
NB Queue (ft)/(veh)	380/19	140/7	520/26	760/38	680/34	220/11	900/45	1360/68
SB Arrival Rate (v/m)	2.80				5.85			
SB Queue (ft)/(veh)	120/6	60/3	160/8	240/12	300/15	100/5	400/20	580/29

Table 22 – Scenario 1 PM Peak Hour Queue Lengths

Item	Existing				2035			
	Freight	Metrolink	Freight + Metrolink	Freight+Freight	Freight	Metrolink	Freight + Metrolink	Freight+Freight
Gate Time (s)	37.70	37.70	75.40	75.40	37.70	37.70	75.40	75.40
Track Occupied (s)	85.18	6.20	91.38	170.36	110.73	9.29	120.02	221.46
NB Arrival Rate (v/m)	4.73				8.08			
NB Queue (ft)/(veh)	200/10	80/4	280/14	400/20	400/20	140/7	540/27	800/40
SB Arrival Rate (v/m)	5.32				9.03			
SB Queue (ft)/(veh)	220/11	80/4	300/15	440/22	460/23	160/8	600/30	900/45

Table 23 – Scenario 2 AM Peak Hour Queue Lengths

Item	Existing				2035			
	Freight	Metrolink	Freight + Metrolink	Freight+Freight	Freight	Metrolink	Freight + Metrolink	Freight+Freight
Gate Time (s)	37.70	37.70	75.40	75.40	37.70	37.70	75.40	75.40
Track Occupied (s)	85.18	6.20	91.38	170.36	110.73	9.29	120.02	221.46
NB Arrival Rate (v/m)	9.35				13.82			
NB Queue (ft)/(veh)	400/20	140/7	520/26	780/39	700/35	220/11	900/45	1380/69
SB Arrival Rate (v/m)	2.68				5.85			
SB Queue (ft)/(veh)	120/6	40/2	160/8	220/11	300/15	100/5	400/20	580/29

Table 24 – Scenario 2 PM Peak Hour Queue Lengths

Item	Existing				2035			
	Freight	Metrolink	Freight + Metrolink	Freight+Freight	Freight	Metrolink	Freight + Metrolink	Freight+Freight
Gate Time (s)	37.70	37.70	75.40	75.40	37.70	37.70	75.40	75.40
Track Occupied (s)	85.18	6.20	91.38	170.36	110.73	9.29	120.02	221.46
NB Arrival Rate (v/m)	4.60				8.53			
NB Queue (ft)/(veh)	200/10	80/4	260/13	380/19	440/22	140/7	560/28	860/43
SB Arrival Rate (v/m)	5.82				11.08			
SB Queue (ft)/(veh)	240/12	100/5	340/17	480/24	560/28	180/9	740/37	1100/55

Table 25 – Scenario 3 AM Peak Hour Queue Lengths

Item	Existing				2035			
	Freight	Metrolink	Freight + Metrolink	Freight+Freight	Freight	Metrolink	Freight + Metrolink	Freight+Freight
Gate Time (s)	37.70	37.70	75.40	75.40	37.70	37.70	75.40	75.40
Track Occupied (s)	85.18	6.20	91.38	170.36	110.73	9.29	120.02	221.46
NB Arrival Rate (v/m)	9.53				14.82			
NB Queue (ft)/(veh)	400/20	140/7	540/27	780/39	740/37	240/12	980/49	1480/74
SB Arrival Rate (v/m)	2.80				6.53			
SB Queue (ft)/(veh)	120/6	40/2	160/8	240/12	340/17	120/6	440/22	660/33

Table 26 – Scenario 3 PM Peak Hour Queue Lengths

Item	Existing				2035			
	Freight	Metrolink	Freight + Metrolink	Freight+Freight	Freight	Metrolink	Freight + Metrolink	Freight+Freight
Gate Time (s)	37.70	37.70	75.40	75.40	37.70	37.70	75.40	75.40
Track Occupied (s)	85.18	6.20	91.38	170.36	110.73	9.29	120.02	221.46
NB Arrival Rate (v/m)	4.76				9.37			
NB Queue (ft)/(veh)	200/10	80/4	280/14	400/20	480/24	160/8	620/31	940/47
SB Arrival Rate (v/m)	5.97				11.92			
SB Queue (ft)/(veh)	260/13	100/5	340/17	500/25	600/30	200/10	780/39	1180/59

Table 27 – Scenario 4 AM Peak Hour Queue Lengths

Item	Existing				2035			
	Freight	Metrolink	Freight + Metrolink	Freight+Freight	Freight	Metrolink	Freight + Metrolink	Freight+Freight
Gate Time (s)	37.70	37.70	75.40	75.40	37.70	37.70	75.40	75.40
Track Occupied (s)	85.18	6.20	91.38	170.36	110.73	9.29	120.02	221.46
NB Arrival Rate (v/m)	8.83				13.35			
NB Queue (ft)/(veh)	380/19	140/7	500/25	740/37	660/33	220/11	880/44	1340/67
SB Arrival Rate (v/m)	2.25				4.73			
SB Queue (ft)/(veh)	100/5	40/2	140/7	200/10	240/12	80/4	320/16	480/24

Table 28 – Scenario 4 PM Peak Hour Queue Lengths

Item	Existing				2035			
	Freight	Metrolink	Freight + Metrolink	Freight+Freight	Freight	Metrolink	Freight + Metrolink	Freight+Freight
Gate Time (s)	37.70	37.70	75.40	75.40	37.70	37.70	75.40	75.40
Track Occupied (s)	85.18	6.20	91.38	170.36	110.73	9.29	120.02	221.46
NB Arrival Rate (v/m)	3.75				8.20			
NB Queue (ft)/(veh)	160/8	60/3	220/11	320/16	420/21	140/7	540/27	820/41
SB Arrival Rate (v/m)	5.15				9.87			
SB Queue (ft)/(veh)	240/12	80/4	300/15	440/22	500/25	160/8	660/33	980/49

Conclusion

Scenario 3 which would remove the gates at Crystal View Terrace and Green Orchard Place and construct a connection on Overlook Parkway between Via Vista Drive and Sandtrack Road over the Alessandro Arroyo would generate longer queues and delay at the Washington Street at BNSF crossing in 2035 conditions. The existing queues for the four scenarios vary just slightly (0-3 vehicles) and are considered less than significant. Scenario 3 would allow motorists east of Sandtrack Road to travel to and from Indiana Avenue via Overlook Parkway and Washington Street and thus Scenario 3 would generate an increase in traffic volume and delay through the Washington Street at the BNSF crossing.

Tables 25 and 26 (Scenario 3) show that northbound queues are accommodated under existing and 2035 conditions. In the southbound direction, under Scenario 3, the following conditions could result in spill back onto the westbound dedicated left-turn and two-way left-turn lane and/or the #2 eastbound thru lane:

- Existing AM Freight + Freight – Queue exceeds capacity by 75 ft (4 vehicles). Although, per Table 1 there are only 7 freight trains that pass through the crossing between 6-9 a.m., or between 2-3 freight trains during the peak hour. The likelihood that both or two of the three freight trains arriving concurrently at the grade crossing is low. If multiple freight trains arrived concurrently and during the AM peak, the delay to traffic would be short-term and intermittent. Additionally, similar delays would occur regardless of the Project.

- Existing PM Freight, Freight + Metrolink, Freight + Freight – The queues exceed capacity by 95 ft, 175 ft, and 335 ft respectively. Under existing conditions, storage capacity is exceeded when a freight train arrives during the evening peak hour. The difference in the spillback amongst the scenarios is at most 40 ft (2 vehicles), not a significant figure. Also, Per Table 1 there are only 5 freight and 8 Metrolink trains that pass through the crossing between 3-7 p.m., or between 1-2 freight and 2 Metrolink trains during the P.M. peak hour. The likelihood of concurrent freight train arrivals is low although occasionally motorists would experience concurrent freight and Metrolink arrivals. This combination would exceed capacity by 135 ft (7 vehicles) at the most. If multiple trains arrived concurrently and during the PM peak, the delay to traffic would be short term and intermittent. Additionally, similar delays occur regardless of the Project
- 2035 PM Freight, Metrolink, Freight + Metrolink, Freight + Freight – The queues exceed capacity by 435 ft, 35 ft, 615 ft, and 1015 ft respectively. It should be noted that in 2035 all four scenarios exceed PM queue capacity for freight and concurrent train arrivals. In addition, Scenarios 2 and 3 also exceed queue capacity for Metrolink train arrivals. Per Table 2, there would be 12 freight, 13 Metrolink, and 1 Amtrak train arrivals during 3-7 pm. On average, there would be 3 freight, 3-4 Metrolink, and possibly 1 Amtrak train arrivals during the PM peak hour. Whether it is single or multiple train arrivals the queues would exceed capacity and spill onto Indiana Avenue. In the Indiana Ave westbound direction, queued motorists would be able to stack in the dedicated left-turn and two-way left turn pocket. Similar delays would occur under General Plan build-out conditions regardless of the Project

The four scenarios have varying impacts on the queues at Washington Street at the BNSF at-grade crossing, with Scenario 3 having the greatest impact at the Washington St BNSF rail crossing. Based on Tables 21-28 the northbound queues under all scenarios would be accommodated for existing and 2035 conditions. In the southbound direction, some conditions would exceed queuing capacity in existing and 2035 conditions. By 2035 the train arrivals are expected to double in the morning and evening peak hours and traffic volumes would increase especially in Scenarios 2 and 3. However, because the delays caused by queuing are intermittent and short-term in nature, and exist regardless of the Project under both current and buildout conditions, and because the likelihood of multiple trains arriving concurrently is variable and low, queuing impacts are considered less than significant.