

## **S.0 Executive Summary**

### **S.1 Project Synopsis**

This summary provides a brief synopsis of: (1) Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (Project), (2) the results of the environmental analysis contained within this Draft Environmental Impact Report (DEIR), (3) the alternatives to the project that were considered, and (4) the major areas of controversy and issues to be resolved by decision-makers. This summary does not contain the extensive background and analysis found in the document. Therefore, the reader should review the entire document to fully understand the project and its environmental consequences.

#### **S.1.1 Project Location and Setting**

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 State Route 91 (SR-91) and west of Interstate 215 (I-215). The Project is within western Riverside County in southern California. The City is surrounded by Riverside County, County of San Bernardino, City of Rialto, City of Jurupa Valley, and the City of Colton to the north, the City of Moreno Valley to the east, and the City of Corona and City of Norco to the west. Other unincorporated Riverside County lands lie to the south.

The Project vicinity comprises a large area 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. The approximate 7,500-acre Project vicinity is within Township 03 South, Range 04 West and Township 03 South, Range 05 West of the United States Geological Survey (USGS) 7.5-minute topographic map, Riverside East and Riverside West quadrangles.

The Project vicinity includes seven neighborhoods: the Alessandro Heights, Canyon Crest, Casa Blanca, Arlington Heights, the Hawarden Hills, Presidential Park, and Victoria. 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” Circulation and Community Mobility Element for the City General Plan 2025.

## S.1.2 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. 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. Under all the scenarios, Overlook Parkway would remain on the 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 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 the Proposed C Street constructed west of Washington Street:** 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 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 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. Within the Project vicinity (described above in Section S.1.1) are 28 intersections and 39 roadway segments or links that were studied. The analysis is intended to provide information about the environmental effects of the project and identify potentially significant environmental impacts.

### **S.1.3 Project Objectives**

The California Environmental Quality Act (CEQA) Guidelines (Section 15124[b]) require that a project description contain a statement of objectives including the underlying purpose of the project. The overall objective of the proposed Project 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 Project objectives are to address:

- 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;

- Traffic patterns related to the Overlook Parkway connection and the connection westerly of Washington Avenue consistent with the General Plan 2025;
- Comprehensive circulation system, including multiple modes of transportation such as bikeways and pedestrian routes consistent with the General Plan 2025;
- Historic integrity of Victoria Avenue and the Gage Canal as well as designations which protect the Arlington Heights Greenbelt, and Proposition R and Measure C consistent with the General Plan 2025.

## **S.2 Summary of Significant Effects and Mitigation Measures that Reduce or Avoid the Significant Effects**

Table S-1, located at the end of this chapter, 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 this EIR.

## **S.3 Areas of Controversy**

The Notice of Preparation (NOP) was distributed on February 9, 2011, for a 30-day public review and comment period and a public scoping meeting was held on March 9, 2011. On November 2, 2011, the City issued an Amended NOP for the EIR for the proposed project. The proposed project remained the same, except the level of analysis for Scenario 4 changed from a programmatic level of analysis to a project level of analysis. The NOP, comment letters, and comment forms are included in this EIR as Appendix A.

To prevent cut-through traffic and as a project condition on two residential subdivision project, gates have been installed on Green Orchard Place and Crystal View Terrace. The gates are required to be in place (legal condition). However, the gates were regularly both opened and closed by local residents at undetermined intervals, and at the time of preparation of the NOP, gates were open on both Green Orchard Place and Crystal View Terrace (existing condition). For this reason, it was necessary to evaluate two environmental baselines for the Project: one for the “Gates Closed” requirement and one for the “Gates Open” condition. The consideration of two baselines is carried through the technical analysis for traffic and traffic-dependent issues such as air quality, greenhouse gas emissions, and noise.

Public controversy associated with the Project primarily concerns the issues of land use/neighborhood character, historic resources, traffic, and the secondary effect of traffic on air quality and noise.

## **S.4 Issues to be Resolved by the Decision-Making Body**

The proposed Project involves the gates at Crystal View Terrace and Green Orchard Place, the connection of Overlook Parkway, and a future connection westerly of Washington Avenue to the SR-91. Scenarios 1 through 4 present four options to the City Council: the options range from maintaining the gates closed condition, removing the gates prior to the completion of Overlook Parkway, removing the gates as part of the completion of Overlook Parkway consistent with the General Plan 2025, and finally, removing the gates, connecting Overlook Parkway, and constructing a new connection to SR-91 consistent with plans for buildout in the General Plan 2025.

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 DEIR are intended to provide a more comprehensive look at traffic patterns and distribution in the eastern portion of the City.

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 will decide whether the gates remain (Scenario 1) or are removed prior to the completion of Overlook Parkway (Scenario 2). If the City 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 DEIR support and implement General Plan 2025 policies to a varying degree.

This Project is unique in that it does not involve uses (i.e., residential, commercial), changes to land use, or new development that would inherently generate trips. The Project would not result in an increase in 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 high capacity of vehicles during peak operating hours. In other cases, roads 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 traffic-related 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. The larger area, referred to as the project vicinity, includes approximate 7,500 acres in the eastern portion of the City. Within the larger project vicinity, 28 intersections and 29 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. The improvements are located outside of the direct construction related impacts associated with the gates, Overlook Parkway, and Proposed C Street and are thus referred to as “off-site improvements” throughout the DEIR.

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 DEIR 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 policies related to traffic, historic impacts, and neighborhood character.

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

## **S.5 Project Alternatives**

Section 15126.6 of the CEQA Guidelines requires the discussion of “a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project” and the evaluation of the comparative

merits of the alternatives. The alternatives discussion is intended to “focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project,” even if these alternatives would impede to some degree the attainment of the project objectives. Alternatives may be rejected based on failure to meet most of the basic Project objectives or inability to avoid significant environmental effects.

The alternatives “fully evaluated” pursuant to CEQA Section 15126.6(d) include the four scenarios described above. A conclusion regarding each of the scenario’s (alternatives) ability to avoid or minimize significant impacts is included in Section 3.0 and is intended to allow for informed decision making and public participation. Additionally, the four scenarios provide enough variation to also serve as a “range of reasonable alternatives,” as required pursuant to CEQA Section 15126.6(a). Several alternatives, in addition to the four scenarios, were considered, but were rejected from further analysis and are identified in Section 8.0. The discussion below summarizes the four alternatives and identifies which serve as the no project and environmentally superior alternatives.

### **S.5.1 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 to Alessandro Boulevard and across the Alessandro Arroyo. To ensure the legal requirement to prevent cut-through traffic until such time that Overlook Parkway is connected, the locks would be reinforced and the gates would be closed to all traffic except emergency vehicles and authorized City personnel. Overlook Parkway and a future connection westerly of Washington Street to the SR-91 would not occur but these roadways would remain as currently designated within the General Plan 2025.

### **S.5.2 Scenario 2: Gates removed, no connection of Overlook Parkway**

Under Scenario 2, the existing Crystal View Terrace and Green Orchard Place gates would be removed, and both streets would remain permanently open to all traffic. Under this Scenario, Overlook Parkway would not be connected easterly to Alessandro Boulevard but would remain on the Master Plan of Roadways of the General Plan 2025. Implementation of Scenario 2 would require an amendment to Policy CCM-4.4 which prohibits the removal of the Crystal View Terrace gate prior to construction of the bridge across the Alessandro Arroyo. The City also would be required to amend project conditions related to use of the gates for two projects (TM-29515 and TM-29628) and relevant mitigation measures on the Mitigation Monitoring Reporting Program.

### **S.5.3 Scenario 3: Gates removed, Overlook Parkway connected**

Under Scenario 3, the existing Crystal View Terrace and Green Orchard Place gates would be removed, and the roadways would remain open to traffic. The completion of Overlook Parkway would occur as currently designated by the General Plan 2025 through the construction of a fill crossing between Via Vista Drive and Sandtrack Road and a bridge over the Alessandro Arroyo. The connection of Overlook Parkway under this scenario would provide the necessary roadway for Overlook Parkway to function as an east–west arterial as planned in the Circulation and Community Mobility Element of General Plan 2025. Scenario 3 requires an amendment to Policy CCM-4.4, 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.

### **S.5.4 Scenario 4: Gates removed, Overlook Parkway connected, and the Proposed C Street constructed west of Washington Street**

Under Scenario 4, the existing Crystal View Terrace and Green Orchard Place gates would be removed, and the roadways would remain permanently open to all traffic. The completion of Overlook Parkway would occur as currently designated by the General Plan 2025 through the construction of a fill crossing between Via Vista Drive and Sandtrack Road and a bridge over the Alessandro Arroyo. In addition, under Scenario 4, the Proposed C Street would be constructed as a new alignment for Washington Street to provide a connection to western Riverside and SR-91. The Proposed C Street would be extended approximately one mile, originating approximately 500 feet north of the intersection of Overlook Parkway and Washington Street, continuing in a northwest direction, and ending at the intersection of Madison Street and Victoria Avenue. The Proposed C Street would connect to the existing intersection of Victoria Avenue and Madison Street and would necessitate realignments, vacations, and other modification for adjacent roadways. In addition, the intersection of Victoria Avenue and Madison Avenue/Proposed C Street would require new traffic signals, curbs, and crosswalks to comply with safety measures and American with Disability Act standards.

### **S.5.5 No Project Alternative**

Scenario 2 is consistent with the No Project Alternative because it represents the existing condition when the NOP was released. Under the No Project Alternative, the gates at both Crystal View Terrace and Green Orchard Place would be open as they



were when the NOP was released, and there would be no connection of Overlook Parkway across the Alessandro Arroyo and easterly to Alessandro Boulevard.

### **S.5.6 Environmentally Superior Alternative**

CEQA Guidelines section 15126.6(e)(2) requires that an EIR identify the “environmentally superior alternative” based on the evaluation of the Plan and its alternatives. Based on an evaluation of impacts, Scenario 2, also the No Project Alternative, would be the environmentally superior alternative. However, pursuant to the CEQA Guidelines (Section 15126.6 (e)(2), if the no project alternative is determined to be the most environmentally superior project, then another alternative among the alternatives evaluated must be identified as the environmentally superior project.

Scenario 1 is identified as the environmentally superior alternative, as it would result in the fewest impacts as compared to the other scenarios. Scenario 1 includes only one action – the existing Crystal View Terrace and Green Orchard Place gates would be maintained as a traffic control device and closed to all traffic except emergency vehicles. Scenario 1 proposes no construction, and would, therefore, result in less construction activity and ground disturbance than Scenarios 3 and 4. This scenario would result in a reduction in impacts as compared to the other scenarios in regard to the following issues: agricultural resources, biological resources, air quality (construction emissions), cultural resources, hydrology and water quality, energy, geology and soils, land use and aesthetics impacts, and noise.

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
<b>Scenario 1</b>			
<b>Land Use and Aesthetics</b> Would the proposed project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, airport land use plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<u>Consistency with Plans, Policy, or Regulations</u> <b>S1-LU-1:</b> 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.	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 circulation roadways. With implementation of mitigation measures as defined in Section 3.11, traffic along Victoria Avenue would continue at deficient levels of service (e.g., LOS E or F), and would not be reduced to a level less than significant. Due to this inconsistency, all scenarios would result in indirect impacts to land use.	Significant and unavoidable

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
<b>Greenhouse Gases</b> Would the proposed project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	<u>GHG Emissions</u> <b>S1-GHG-1:</b> When compared to the Gates Open baseline, Scenario 1 would result in net increases in emissions that are greater than 1,400 MTCO <sub>2</sub> E in year 2020 and at buildout. Impacts due to Scenario 1 would be significant.	Calculations performed for each scenario took into account statewide measures aimed at reducing vehicle GHG emissions. 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.	Significant and unavoidable
<b>Transportation/Traffic</b> Would the proposed Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<u>City of Riverside Significance Criteria</u> <i>Year 2011 – Gates Open</i> <u>Links</u> This scenario would have a significant impact at one roadway link. <b>S1-LINK-1:</b> 15. Trautwein Road north of John F. Kennedy Drive	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.	Significant And Unavoidable

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
	<p><i>Year 2035 – Gates Open</i></p> <p><u>Intersections</u></p> <p>This scenario would have a significant impact at five locations (S1-INT-1 through S1-INT-4).</p> <p><b>S1-INT-1</b></p> <p>7. Washington Street at Lincoln Avenue</p>	<p><b>MM-S1-INT-1:</b></p> <ul style="list-style-type: none"> <li>• Add separate left turn lanes on Washington Street in both directions</li> <li>• Add a separate right turn lane on eastbound Lincoln Avenue</li> </ul>	Less than significant
	<p><b>S1-INT-2</b></p> <p>8B. Washington Street at Victoria Avenue (South)</p>	<p><b>MM-S1-INT-2:</b></p> <ul style="list-style-type: none"> <li>• Add separate left turn lanes on Victoria Avenue in both directions</li> <li>• Signalize the intersection</li> </ul> <p>Implementation of this measure would not fully reduce impacts.</p>	Significant and unavoidable
	<p><b>S1-INT-3</b></p> <p>20. Washington Street at Bradley Street</p>	<p><b>MM-S1-INT-3:</b></p> <ul style="list-style-type: none"> <li>• Add a separate eastbound right turn lane on Bradley Street</li> </ul>	Less than significant
	<p><b>S1-INT-4</b></p> <p>22A. Mary Street at Victoria Avenue (North)</p> <p>22B. Mary Street at Victoria Avenue (South)</p>	<p>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.</p>	Significant and unavoidable

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
	<p><i>Year 2035 – Gates Open Links</i></p> <p>This scenario would have a significant impact at eight roadway links. (<b>S1-LINK-2</b> through <b>S1-LINK-5</b>).</p> <p><b>S1-LINK-2</b> through <b>S1-LINK-5</b></p> <p>4. Van Buren Boulevard east of Washington Street</p> <p>11. Alessandro Boulevard south of Arlington Avenue</p> <p>15. Trautwein Road north of John F Kennedy Drive</p> <p>20. Alessandro Boulevard south of Canyon Crest Drive</p>	<p>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.</p>	Significant and unavoidable
	<p><b>S1-LINK-6</b> through <b>S1-LINK-9</b></p> <p>1. Victoria Avenue east of Washington 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>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>	Significant and unavoidable

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
<b>Transportation/Traffic</b> Would the Project conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<u>Conflict with Applicable Congestion Management Programs</u> <b>S1-CMP-1:</b> 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.	As detailed above, this scenario 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.	Significant and unavoidable
<b>Transportation/Traffic</b> Would the proposed project result in inadequate emergency access	<u>Emergency Access</u> <b>S1-ES-1:</b> 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.	<b>MM-S1-ES-1:</b> 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.	Less than significant

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
<b>Scenario 2</b>			
<b>Land Use and Aesthetics</b> Would the proposed project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, airport land use plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<u>Consistency with Plans, Policy, or Regulations</u> <b>S2-LU-1:</b> 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.	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 circulation roadways. With implementation of mitigation measures as defined in Section 3.11, traffic along Victoria Avenue would continue at deficient levels of service (e.g., LOS E or F), and would not be reduced to a level less than significant. Due to this inconsistency, all scenarios would result in indirect impacts to land use.	Significant and unavoidable

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
<b>Transportation/Traffic</b> Would the proposed Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit	<u>City of Riverside Significance Criteria</u> <i>Year 2011 – Gates Closed</i> <u>Intersections</u> This scenario would have a significant impact at one location. <b>S2-INT-1</b> 8. Washington Street at Victoria Avenue	<b>MM-S2-INT-1</b> <ul style="list-style-type: none"> <li>Signalize the intersection, include split phasing.</li> </ul>	Less than significant
	<i>Year 2011 – Gates Closed</i> <u>Links</u> This scenario would have a significant impact at one roadway link. <b>S2-LINK-1</b> 20. Alessandro Boulevard south of Canyon Crest Drive	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.	Significant and unavoidable
	<i>Year 2035 – Gates Closed</i> <u>Intersections</u> This scenario would have a significant impact at 12 locations. (S2-INT-2 through S2-INT-10). <b>S2-INT-2</b> 3. Madison Street at Indiana Avenue	<b>MM-S2-INT-2:</b> <ul style="list-style-type: none"> <li>Add a westbound right turn lane on Indiana Avenue</li> <li>Add overlap phasing to the traffic signal</li> </ul>	Less than significant



**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
	<b>S2-INT-3</b> 5A. Madison Street at Victoria Avenue (North) 5B. Madison Street at Victoria Avenue (South)	<b>MM-S2-INT-3:</b> <ul style="list-style-type: none"> <li>• Signalize the intersection</li> <li>• Include split phasing</li> <li>• Include overlap phasing</li> </ul>	Less than significant
	<b>S2-INT-4</b> 7. Washington Street at Lincoln Avenue	<b>MM-S2-INT-4:</b> <ul style="list-style-type: none"> <li>• Add separate left turn lanes on Washington Street in both directions</li> <li>• Add a separate right turn lane on eastbound Lincoln Avenue</li> </ul>	Less than significant
	<b>S2-INT-5</b> 8A. Washington Street at Victoria Avenue (North) 8B. Washington Street at Victoria Avenue (South)	<b>MM-S2-INT-5:</b> <ul style="list-style-type: none"> <li>• Add an additional southbound through lane on Washington Street</li> <li>• Signalize the intersection, with split phasing Implementation of this measure would not fully reduce impacts.</li> </ul>	Significant and unavoidable
	<b>S2-INT-6</b> 12. Victoria Avenue at Arlington Avenue	<b>MM-S2-INT-6:</b> <ul style="list-style-type: none"> <li>• Add a westbound right turn lane on Arlington Avenue</li> <li>• Add overlap phasing to the traffic signal</li> </ul>	Less than significant
	<b>S2-INT-7</b> 13. Alessandro Boulevard at Arlington Avenue	<b>MM-S2-INT-7:</b> No feasible mitigation measure was identified.	Significant and unavoidable
	<b>S2-INT-8</b> 14. Alessandro Boulevard at Overlook Parkway	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.	Significant and unavoidable

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
	<b>S2-INT-9</b> 19. Trautwein Road at John F. Kennedy Drive	<b>MM-S2-INT-8:</b> <ul style="list-style-type: none"> <li>Add a separate right turn lane on westbound John F. Kennedy Drive</li> </ul>	Less than significant
	<b>S2-INT-10</b> 22A. Mary Street at Victoria Avenue (North) 22B. Mary Street at Victoria Avenue (South)	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.	Significant and unavoidable
	<i>Year 2035 – Gates Closed Links</i> This scenario would have a significant impact at six roadway links. (S2-LINK-2 through S2-LINK-7). <b>S2-LINK-2</b> through <b>S2-LINK-5</b> 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	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.	Significant and unavoidable

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
	<b>S2-LINK-6</b> and <b>S2-LINK-7</b> 6. Berry Road west of Trautwein Road 10. Washington Street south of Victoria Avenue	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.	Significant and unavoidable
<b>Transportation/Traffic</b> Would the Project conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<u>Conflict with Applicable Congestion Management Programs</u> <b>S2-CMP-1:</b> 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.	As detailed above, this scenario 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.	Significant and unavoidable

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
<b>Scenario 3</b>			
<b>Biological Resources</b> Would the proposed project have a substantial adverse effect on a listed species, a candidate for state listing, or a federal or state fully protected species?	<u>Special Status Species</u> <b>S3-BIO-1:</b> 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.	<b>MM-BIO-1:</b> 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.	Less than significant

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; or have a substantial adverse effect on a riparian or other special status community?	<u>Riparian/Wetland Communities</u> <b>S3-BIO-2:</b> The construction and subsequent operation of a fill crossing and a roadway bridge would temporarily and permanently impact southern willow scrub and jurisdictional resources.	<p><b>MM-BIO-2:</b> 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.</p> <p>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).</p> <p>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.</p> <p>Permanent impacts to southern willow scrub and jurisdictional waters require mitigation as a 2:1 ratio through one of the following.</p> <ol style="list-style-type: none"> <li>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</li> </ol>	Less than significant

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
		<p>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.</p> <p>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.</p>	
<b>Greenhouse Gases</b> Would the proposed project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?	<u>GHG Emissions</u> <b>S3-GHG-1:</b> When compared to the Gates Open baseline, Scenario 3 would result in net increases in emissions that are greater than 1,400 MTCO <sub>2</sub> E in year 2020 and at buildout.	Calculations performed for each scenario took into account statewide measures aimed at reducing vehicle GHG emissions. 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.	Significant and unavoidable
<b>Cultural Resources</b> Would the proposed project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<u>Archaeological Resources</u> <b>S3-CUL-1:</b> 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	<b>MM-CUL-2:</b> 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	Less than significant

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
	<p>during construction activities, a potentially significant impact to subsurface archaeological resources could result from the development of Scenario 3.</p>	<p>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. On 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 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</p>	

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
		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.	
<b>Land Use and Aesthetics</b> Would the proposed project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, airport land use plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<u>Consistency with Plans, Policy, or Regulations</u> <b>S3-LU-1:</b> 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.	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 circulation roadways. With implementation of mitigation measures as defined in Section 3.11, traffic along Victoria Avenue would continue at deficient levels of service (e.g., LOS E or F), and would not be reduced to a level less than significant. Due to this inconsistency, all scenarios would result in indirect impacts to land use.	Significant and unavoidable



**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
<b>Noise</b> Would the proposed project expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<u>Noise Exposure</u> <b>Future Traffic Noise - Existing Roadways</b> <i>Gates Closed Baseline Comparison</i> <b>S3-NOS-1</b> 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.	Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Impacts remain significant and unavoidable.	Significant and unavoidable
Would the proposed project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Permanent Ambient Noise Increase <b>S3-NOS-1:</b> 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.	Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Impacts remain significant and unavoidable.	Significant and unavoidable
<b>Transportation/Traffic</b> Would the proposed Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit	<u>City of Riverside Significance Criteria</u> <i>Year 2011 – Gates Closed</i> <u>Intersections</u> This scenario would have a significant impact at one location. <b>S3-INT-1</b> 14. Alessandro Boulevard at Overlook Parkway	<b>MM-S3-INT-1:</b> <ul style="list-style-type: none"> <li>Add a southbound right turn lane from Alessandro Boulevard to Overlook Parkway</li> <li>Reconfigure the eastbound approach on Overlook Parkway to one left-through lane and two right-turn lanes.</li> <li>Modify signal operations.</li> </ul>	Less than significant

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			
	<p><i>Year 2011 – Gates Closed</i></p> <p><u>Links</u></p> <p>This scenario would have a significant impact at one roadway link.</p> <p><b>S3-LINK-1</b></p> <p>20. Alessandro Boulevard south of Canyon Crest Drive</p>	<p>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.</p>	Significant and unavoidable
	<p><i>Year 2011 – Gates Open</i></p> <p><u>Intersections</u></p> <p>This scenario would have a significant impact at one location.</p> <p><b>S3-INT-2</b></p> <p>14. Alessandro Boulevard at Overlook Parkway</p>	<p>See <b>MM-S3-INT-1</b></p>	Less than significant

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
	<p><i>Year 2011 – Gates Open</i></p> <p><u>Links</u></p> <p>This scenario would have a significant impact at one roadway link. (<b>S3-LINK-2</b>).</p> <p><b>S3-LINK-2</b></p> <p>20. Alessandro Boulevard south of Canyon Crest Drive</p>	<p>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.</p>	Significant and unavoidable
	<p><i>Year 2035 – Gates Closed</i></p> <p><u>Intersections</u></p> <p>This scenario would have a significant impact at 16 locations (S3-INT-3 through S3-INT-15).</p> <p><b>S3-INT-3</b></p> <p>3. Madison Street at Indiana Avenue</p>	<p><b>MM-S3-INT-2:</b></p> <ul style="list-style-type: none"> <li>• Add a westbound right turn lane on Indiana Avenue</li> <li>• Add overlap phasing to the traffic signal</li> </ul>	Less than significant
	<p><b>S3-INT-4</b></p> <p>5A. Madison Street at Victoria Avenue (North)</p> <p>5B. Madison Street at Victoria Avenue (South)</p>	<p><b>MM-S3-INT-3:</b></p> <ul style="list-style-type: none"> <li>• Signalize the intersection</li> <li>• Include split phasing</li> <li>• Include overlap phasing</li> </ul>	Less than significant
	<p><b>S3-INT-5</b></p> <p>7. Washington Street at Lincoln Avenue</p>	<p><b>MM-S3-INT-4:</b></p> <ul style="list-style-type: none"> <li>• Add separate left turn lanes on Washington Street in both directions</li> <li>• Add a separate right turn lane on eastbound Lincoln Avenue</li> </ul>	Less than significant

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
	<b>S3-INT-6</b> 8A. Washington Street at Victoria Avenue (North) 8B. Washington Street at Victoria Avenue (South)	<b>MM-S3-INT-5:</b> <ul style="list-style-type: none"> <li>Add separate left turn lanes on Victoria Avenue in both directions</li> <li>Signalize the intersection</li> </ul> Implementation of this measure would not fully reduce impacts.	Significant and unavoidable
	<b>S3-INT-7</b> 9. Washington Street at Overlook Parkway	<b>MM-S3-INT-6:</b> <ul style="list-style-type: none"> <li>Add an additional southbound left turn lane on Washington Street.</li> <li>Modify the westbound approach on Overlook Parkway to have one left turn lane and two right turn lanes.</li> <li>Add overlap phasing to the traffic signal</li> </ul>	Less than significant
	<b>S3-INT-8</b> 12. Victoria Avenue at Arlington Avenue	<b>MM-S3-INT-7:</b> <ul style="list-style-type: none"> <li>Add a westbound right turn lane on Arlington Avenue</li> <li>Add overlap phasing to the traffic signal</li> </ul>	Less than significant
	<b>S3-INT-9</b> 14. Alessandro Boulevard at Overlook Parkway	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.	Significant and unavoidable
	<b>S3-INT-10</b> 16. Crystal View Terrace at Overlook Parkway	<b>MM-S3-INT-8:</b> <ul style="list-style-type: none"> <li>Signalize the intersection.</li> </ul>	Less than significant
	<b>S3-INT-11</b> 17. Kingdom Drive at Overlook Parkway	<b>MM-S3-INT-9:</b> <ul style="list-style-type: none"> <li>Signalize the intersection.</li> </ul>	Less than significant

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
	<b>S3-INT-12</b> 19. Trautwein Road at John F. Kennedy Drive	<b>MM-S3-INT-10:</b> <ul style="list-style-type: none"> <li>Add a separate right turn lane on westbound John F. Kennedy Drive</li> </ul>	Less than significant
	<b>S3-INT-13</b> 22A. Mary Street at Victoria Avenue (North) 22B. Mary Street at Victoria Avenue (South)	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.	Significant and unavoidable
	<b>S3-INT-14</b> 24. Hawarden Drive at Overlook Parkway	<b>MM-S3-INT-11:</b> <ul style="list-style-type: none"> <li>Signalize the intersection.</li> </ul>	Less than significant
	<b>S3-INT-15</b> 28. Orozco Drive at Overlook Parkway	<b>MM-S3-INT-12:</b> <ul style="list-style-type: none"> <li>Signalize the intersection.</li> </ul>	Less than significant
	<i>Year 2035 – Gates Closed</i> <u>Links</u> This scenario would have a significant impact at five roadway links (S3-LINK-3 through S3-LINK-7). <b>S3-LINK-3</b> through <b>MM-S3-LINK-5</b> 8. Alessandro Boulevard west of Sycamore Canyon 9. Van Buren Boulevard west of Plummer Street 20. Alessandro Boulevard south of Canyon Crest Drive	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.	Significant and unavoidable

**TABLE S-1**  
**SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS**  
**(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
	<b>S3-LINK-6</b> and <b>MM-S3-LINK-7</b> 10. Washington Street south of Victoria Avenue 26. Mary Street north of Lincoln Avenue	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.	Significant and unavoidable
	<i>Year 2035 – Gates Open Intersections</i> This scenario would have a significant impact at 14 locations (S3-INT-16 through S3-INT-26). <b>S3-INT-16</b> 3. Madison Street at Indiana Avenue	See <b>MM-S3-INT-2</b>	Less than significant
	<b>S3-INT-17</b> 5A. Madison Street at Victoria Avenue (North) 5B. Madison Street at Victoria Avenue (South)	See <b>MM-S3-INT-3</b>	Less than significant
	<b>S3-INT-18</b> 7. Washington Street at Lincoln Avenue	See <b>MM-S3-INT-4</b>	Less than significant
	<b>S3-INT-19</b> 8A. Washington Street at Victoria Avenue (North) 8B. Washington Street at Victoria Avenue (South)	See <b>MM-S3-INT-5</b> ; however, this measure would not fully mitigate the impact.	Significant and unavoidable
	<b>S3-INT-20</b> 9. Washington Street at Overlook Parkway	See <b>MM-S3-INT-6</b>	Less than significant

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
	<b>S3-INT-21</b> 14. Alessandro Boulevard at Overlook Parkway	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. Impacts would remain significant and unavoidable.	Significant and unavoidable
	<b>S3-INT-22</b> 16. Crystal View Terrace at Overlook Parkway	See <b>MM-S3-INT-8</b>	Less than significant
	<b>S3-INT-23</b> 17. Kingdom Drive at Overlook Parkway	See <b>MM-S3-INT-9</b>	Less than significant
	<b>S3-INT-24</b> 22A. Mary Street at Victoria Avenue (North) 22B. Mary Street at Victoria Avenue (South)	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.	Significant and unavoidable
	<b>S3-INT-25</b> 24. Hawarden Drive at Overlook Parkway	See <b>MM-S3-INT-11</b>	Less than significant
	<b>S3-INT-26</b> 28. Orozco Drive at Overlook Parkway	See <b>MM-S3-INT-12</b>	Less than significant

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
	<p><i>Year 2035 – Gates Open Links</i></p> <p>This scenario would have a significant impact at five roadway links (S3-LINK-8 through S3-LINK-12).</p> <p><b>S3-LINK-8 and S3-LINK-9</b></p> <p>8. Alessandro Boulevard west of Sycamore Canyon</p> <p>20. Alessandro Boulevard south of Canyon Crest Drive</p>	<p>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.</p>	Significant and unavoidable
	<p><b>S3-LINK-10 through S3-LINK-12</b></p> <p>1. Victoria Avenue east of Washington Street</p> <p>10. Washington Street south of Victoria Avenue</p> <p>26. Mary Street north of Lincoln Avenue</p>	<p>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>	Significant and unavoidable
<p><b>Transportation/Traffic</b></p> <p>Would the Project conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p>	<p><u>Conflict with Applicable Congestion Management Programs</u></p> <p><b>S3-CMP-1:</b> 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>As detailed above, this scenario 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.</p>	Significant and unavoidable



**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
<b>Scenario 4</b>			
<b>Biological Resources</b> Would the proposed project have a substantial adverse effect on a listed species, a candidate for state listing, or a federal or state fully protected species?	<u>Special Status Species</u> <b>S4-BIO-1:</b> 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.	<b>MM-BIO-1:</b> 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.	Less than significant

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; or have a substantial adverse effect on a riparian or other special status community?	<u>Riparian/Wetland Communities</u> <b>S4-BIO-2:</b> The construction and subsequent operation of a fill crossing and a roadway bridge would temporarily and permanently impact southern willow scrub and jurisdictional resources.	<p><b>MM-BIO-2:</b> 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.</p> <p>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).</p> <p>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.</p> <p>Permanent impacts to southern willow scrub and jurisdictional waters require mitigation as a 2:1 ratio through one of the following.</p> <ol style="list-style-type: none"> <li>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</li> </ol>	Less than significant

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
		<p>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.</p> <p>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.</p>	
<p><b>Cultural Resources</b></p> <p>Would the proposed project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines?</p>	<p><u>Historical Resources</u></p> <p><b>S4-CUL-1:</b> 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.</p>	<p>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:</p> <p><b>MM-CUL-1:</b> To reduce impacts related to traffic improvements at intersections along Victoria Avenue, the following design measures shall be implemented:</p> <ul style="list-style-type: none"> <li>• Traffic lights shall be low profile signals or signals suspended on wires.</li> <li>• New curbs shall be designed as low as possible and constructed of asphalt.</li> <li>• 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</li> </ul>	Significant and unavoidable

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
		<p>distance as feasible.</p> <ul style="list-style-type: none"> <li>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.</li> </ul>	
<p><b>Cultural Resources</b></p> <p>Would the proposed project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?</p>	<p><u>Archaeological Resources</u></p> <p><b>S4-CUL-2:</b> 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.</p>	<p><b>MM-CUL-2:</b> 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, 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</p>	

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
		<p>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 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</p>	

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
		<p>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.</p>	
	<p><b><u>Archaeological Resources</u></b></p> <p><b>S4-CUL-3:</b> Construction of the Proposed C Street could potentially impact additional unknown archaeological resources.</p>	<p><b>MM-CUL-3:</b> 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> <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> <ol style="list-style-type: none"> <li>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</li> </ol>	Less than significant

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
		<p>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. 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>	
Would the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<p><u>Paleontological Resources</u></p> <p><b>S4-CUL-4:</b> 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.</p>	<p><b>MM-CUL-4:</b> 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</p>	Less than significant

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
		<p>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> <ol style="list-style-type: none"> <li>2. The Qualified Paleontological Resources Monitor shall immediately contact the City.</li> <li>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.</li> <li>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:               <ol style="list-style-type: none"> <li>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:                   <ul style="list-style-type: none"> <li>• 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;</li> <li>• Record stratigraphic and geologic data to provide a context for the recovered fossil</li> </ul> </li> </ol> </li> </ol>	



**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
		<p>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</p> <ul style="list-style-type: none"> <li>• Transport the collected specimens to a laboratory for processing (cleaning, curation, cataloging, etc.).</li> </ul> <p>b. The plan shall be submitted to the City for review and approval prior to implementation.</p>	
<p><b>Land Use and Aesthetics</b></p> <p>Would the proposed project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, airport land use plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</p>	<p><u>Consistency with Plans, Policy, or Regulations</u></p> <p><b>S4-LU-1:</b> 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.</p>	<p>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 circulation roadways. With implementation of mitigation measures as defined in Section 3.11, traffic along Victoria Avenue would continue at deficient levels of service (e.g., LOS E or F), and would not be reduced to a level less than significant. Due to this inconsistency, all scenarios would result in indirect impacts to land use.</p>	<p>Significant and unavoidable</p>

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
<b>Noise</b> Would the proposed project expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<u>Noise Exposure:</u> <b>Future Traffic Noise - Existing Roadways</b> <i>Gates Closed Baseline Comparison</i> <b>S4-NOS-1:</b> 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.	Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Impacts remain significant and unavoidable.	Significant and unavoidable
	<u>Noise Exposure:</u> <b>Future Traffic Noise - Existing Roadways</b> <i>Gates Open Baseline Comparison</i> <b>S4-NOS-2:</b> Scenario 4 would result in the same impacts identified above under Gates Closed Baseline Comparison. Scenario 4 would result in a direct, significant impact to sensitive receivers located along Washington Street and Madison Street.	Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Impacts remain significant and unavoidable.	Significant and unavoidable
	<u>Noise Exposure:</u> <b>S4-NOS-3:</b> 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.	Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Impacts remain significant and unavoidable.	Significant and unavoidable

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
Would the proposed project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<u>Permanent Ambient Noise Increase</u> 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 <b>S3-NOS-1, S4-NOS-1, S4-NOS-2, and S4-NOS-3</b> ).	Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation.	Significant and unavoidable
<b>Transportation/Traffic</b> Would the proposed Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<u>City of Riverside Significance Criteria</u> <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. This scenario would have a significant impact at five locations (S4-INT-1 through S4-INT-4).  <b>S4-INT-1</b> 5A. Madison Street at Victoria Avenue (North) 5B. Madison Street at Victoria Avenue (South)	<b>MM-S4-INT-1</b> <ul style="list-style-type: none"> <li>Signalize intersection, include split phasing.</li> <li>Modify northbound and southbound lane configurations to have two through lanes. Northbound lanes taper back to one lane north of intersection.</li> </ul>	
			Less than significant

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
	<b>S4-INT-2</b> 14. Alessandro Boulevard at Overlook Parkway	<b>MM-S4-INT-2:</b> <ul style="list-style-type: none"> <li>• Add a southbound right turn lane from Alessandro Boulevard to Overlook Parkway</li> <li>• Reconfigure the eastbound approach on Overlook Parkway to one left-through lane and two right-turn lanes</li> <li>• Modify signal operations</li> </ul>	Less than significant
	<b>S4-INT-3</b> 17. Kingdom Drive at Overlook Parkway	<b>MM-S4-INT-3:</b> <ul style="list-style-type: none"> <li>• Modify intersection to a four-way stop.</li> </ul>	Less than significant
	<b>S4-INT-4</b> 28. Orozco Drive at Overlook Parkway	<b>MM-S4-INT-4:</b> <ul style="list-style-type: none"> <li>• Modify intersection to a four-way stop.</li> </ul>	Less than significant
	<i>Year 2011 – Gates Closed</i> <u>Links</u> This scenario would have a significant impact at one roadway link. <b>S4-LINK-1</b> 20. Alessandro Boulevard south of Canyon Crest Drive	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.	Significant and unavoidable
	<i>Year 2011 – Gates Open</i> <u>Intersections</u> This scenario would have a significant impact at five locations (S4-INT-5 through S4-INT-8). <b>S4-INT-5</b> 5A. Madison Street at Victoria Avenue (North) 5B. Madison Street at Victoria Avenue (South)	See <b>MM-S4-INT-1</b>	Less than significant
	<b>S4-INT-6</b> 14. Alessandro Boulevard at Overlook Parkway	See <b>MM-S4-INT-2</b>	Less than significant

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
	<b>S4-INT-7</b> 17. Kingdom Drive at Overlook Parkway	See <b>MM-S4-INT-3</b>	Less than significant
	<b>S4-INT-8</b> 28. Orozco Drive at Overlook Parkway	See <b>MM-S4-INT-4</b>	Less than significant
	<i>Year 2011 – Gates Open</i> <u>Links</u> This scenario would have a significant impact at one roadway link. <b>S4-LINK-2</b> 20. Alessandro Boulevard south of Canyon Crest Drive	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.	Significant and unavoidable
	<i>Year 2035 – Gates Closed</i> <u>Intersections</u> This scenario would have a significant impact at 12 locations (S4-INT-9 through S4-INT-19). <b>S4-INT-9</b> 3. Madison Street at Indiana Avenue	<b>MM-S4-INT-5:</b> <ul style="list-style-type: none"> <li>Add a westbound right turn lane on Indiana Avenue</li> <li>Add overlap phasing to the traffic signal</li> </ul>	Less than significant
	<b>S4-INT-10</b> 4. Madison Street at Lincoln Avenue	<b>MM-S4-INT-6:</b> <ul style="list-style-type: none"> <li>Add a southbound right turn lane on Madison Street</li> </ul>	Less than significant
	<b>S4-INT-11</b> 5A. Madison Street at Victoria Avenue (North) 5B. Madison Street at Victoria Avenue (South)	<b>MM-S4-INT-7:</b> <ul style="list-style-type: none"> <li>Signalize intersection</li> <li>Add split phasing to the signal</li> <li>Add a separate eastbound right turn lane, by paving the existing 2 foot shoulder for approximately 100 feet.</li> </ul> <p>However, this measure would not fully reduce impacts.</p>	Significant and unavoidable

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
	<b>S4-INT-12</b> 8A. Washington Street at Victoria Avenue (North)	<b>MM-S4-INT-8:</b> <ul style="list-style-type: none"> <li>Add a second southbound through lane</li> <li>Signalize the intersection</li> <li>Add split phasing to the signal.</li> </ul> However, this measure would not fully reduce impacts.	Significant and unavoidable
	<b>S4-INT-13</b> 9. Washington Street at Overlook Parkway	<b>MM-S4-INT-9:</b> <ul style="list-style-type: none"> <li>Add an additional southbound left turn lane on Washington Street.</li> <li>Modify the westbound approach on Overlook Parkway to have one left turn lane and two right turn lanes.</li> <li>Add overlap phasing to the traffic signal</li> </ul>	Less than significant
	<b>S4-INT-14</b> 14. Alessandro Boulevard at Overlook Parkway	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. Impacts would remain significant and unavoidable.	Significant and unavoidable
	<b>S4-INT-15</b> 16. Crystal View Terrace at Overlook Parkway	<b>MM-S4-INT-10:</b> <ul style="list-style-type: none"> <li>Signalize the intersection.</li> </ul>	Less than significant
	<b>S4-INT-16</b> 17. Kingdom Drive at Overlook Parkway	<b>MM-S4-INT-11:</b> <ul style="list-style-type: none"> <li>Signalize the intersection.</li> </ul>	Less than significant
	<b>S4-INT-17</b> 19. Trautwein Road at John F. Kennedy Drive	<b>MM-S4-INT-12:</b> <ul style="list-style-type: none"> <li>Add a separate right turn lane on westbound John F. Kennedy Drive</li> </ul>	Less than significant
	<b>S4-INT-18</b> 24. Hawarden Drive at Overlook Parkway	<b>MM-S4-INT-13:</b> <ul style="list-style-type: none"> <li>Signalize the intersection.</li> </ul>	Less than significant

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
	<b>S4-INT-19</b> 28. Orozco Drive at Overlook Parkway	<b>MM-S4-INT-14:</b> <ul style="list-style-type: none"> <li>Signalize the intersection.</li> </ul>	Less than significant
	<i>Year 2035 – Gates Closed</i> <u>Links</u> This scenario would have a significant impact at six links (S4-LINK-3 through S4-LINK-7). <b>S4-LINK-3</b> through <b>S4-LINK-5</b> 8. Alessandro Boulevard west of Sycamore Canyon 9. Van Buren Boulevard west of Plummer Street 20. Alessandro Boulevard south of Canyon Crest Drive	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.	Significant and unavoidable
	<b>S4-LINK-6</b> and <b>S4-LINK-7</b> 28. Madison Street north of Victoria Avenue 29. Madison Street north of Lincoln Avenue	<b>MM-S4-LINK-6</b> and <b>MM-S4-LINK-7</b> 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.	Significant and unavoidable
	<i>Year 2035 – Gates Open</i> <u>Intersections</u> This scenario would have a significant impact at 12 locations (S4-INT-20 through S4-INT-27). <b>S4-INT-20</b> 4. Madison Street at Lincoln Avenue	See <b>MM-S4-INT-6</b>	Less than significant

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
	<b>S4-INT-21</b> 5A. Madison Street at Victoria Avenue (North) 5B. Madison Street at Victoria Avenue (South)	See <b>MM-S4-INT-7</b> ; however, measure would not fully reduce impacts	Significant and unavoidable
	<b>S4-INT-22</b> 9. Washington Street at Overlook Parkway	See <b>MM-S4-INT-9</b>	Less than significant
	<b>S4-INT-23</b> 14. Alessandro Boulevard at Overlook Parkway	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.	Significant and unavoidable
	<b>S4-INT-24</b> 16. Crystal View Terrace at Overlook Parkway	See <b>MM-S4-INT-10</b>	Less than significant
	<b>S4-INT-25</b> 17. Kingdom Drive at Overlook Parkway	See <b>MM-S4-INT-11</b>	Less than significant
	<b>S4-INT-26</b> 24. Hawarden Drive at Overlook Parkway	See <b>MM-S4-INT-13</b>	Less than significant
	<b>S4-INT-27</b> 28. Orozco Drive at Overlook Parkway	See <b>MM-S4-INT-14</b>	Less than significant
	<i>Year 2035 – Gates Open</i> <u>Links</u> This scenario would have a significant impact at six links (S4-LINK-8 through S4-LINK-12). <b>S4-LINK-8 through S4-LINK-10</b> 8. Alessandro Boulevard west of Sycamore Canyon 9. Van Buren Boulevard west of Plummer Street	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.	Significant and unavoidable



**TABLE S-1**  
**SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS**  
**(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
	20. Alessandro Boulevard south of Canyon Crest Drive		
	<b>S4-LINK-11</b> through <b>S4-LINK-12</b> 28. Madison Street north of Victoria Avenue 29. Madison Street north of Lincoln Avenue	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.	Significant and unavoidable
<b>Transportation/Traffic</b> Would the Project conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<u>Conflict with Applicable Congestion Management Programs</u> <b>S4-CMP-1:</b> 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.	As detailed above, this scenario 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.	Significant and unavoidable

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
<b>Off-site Improvements (All Scenarios)</b>			
<b>Cultural Resources</b> Would the proposed Project cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of the CEQA Guidelines?	<u>Historic Resources</u> The off-site improvements, such as signalizing 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.	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: <b>MM-CUL-1:</b> 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"> <li>• Traffic lights shall be low profile signals or signals suspended on wires.</li> <li>• New curbs shall be designed as low as possible and constructed of asphalt.</li> <li>• 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.</li> <li>• 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</li> </ul>	Significant and unavoidable

**TABLE S-1  
SUMMARY OF SIGNIFICANT ENVIRONMENTAL ANALYSIS RESULTS  
(CONTINUED)**

Environmental Issue	Result of Impact Analysis	Mitigation Measures	Impact Level After Mitigation
		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.	

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