3.9 Land Use and Aesthetics

Changes in land use patterns could result from new roadways, and changes in circulation could affect the character of an area and result in physical impacts on the environment. The land use and planning analysis in this Draft Environmental Impact Report (DEIR) addresses how the four Project scenarios would or would not result in adverse physical environmental impacts on surrounding land uses due to any incompatible land use patterns or inconsistencies with plans and policies that have jurisdiction within the Project vicinity.

This section discusses the consistency of the four Project scenarios with existing development regulations, along with objectives and policies contained in adopted land use plans. The determination of significance regarding any inconsistency with development regulations or plan policies is evaluated in terms of the potential for the inconsistency to result in the creation of secondary environmental impacts considered significant under California Environmental Quality Act (CEQA).

3.9.1 Regulatory Setting

Local regulations related to land use and planning and applicable to the four Project scenarios include the City of Riverside's (City's) Municipal Code (RMC) and the City's General Plan 2025. The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) also helps guide development in western Riverside County.

3.9.1.1 Riverside General Plan 2025

A comprehensive update of the City's General Plan, known as the General Plan 2025, was adopted in November 2007. The General Plan 2025 development strategy contains regional planning and smart growth principles intended to preserve remaining open space and natural habitat and focus development within areas with available public infrastructure. Seven of the 12 elements—Land Use and Urban Design, Circulation and Community Mobility, Historic Preservation, Noise, Open Space and Conservation, Public Safety, and Air Quality—contain policies directly related to the four Project scenarios. These elements are described briefly below. The elements establish objectives and policies pertaining to future development and planning within the City.

a. Elements

The **Land Use and Urban Design Element** sets the groundwork for the policies contained within the General Plan 2025. This element describes land uses within the City and their relationship to General Plan 2025 goals. Additionally, all City community plans have been rescinded and replaced with the neighborhood plans developed under

the Land Use and Urban Design Element. The Neighborhood Plans are described in greater detail, below.

The **Circulation and Community Mobility Element** addresses the need of the City's transportation network to serve the needs of the community and considers the use of alternative modes of transportation within Riverside and the region. A Master Plan of Roadways is included under this element (Figure CCM-4 within the General Plan 2025; replicated as Figure 2-3 of this DEIR). This element recognizes that "the City has reached a point where few or no feasible opportunities exist to add or expand roadways due to fiscal, political, environmental, and other constraints" (City of Riverside 2007b, page CCM-2). This element also notes that "long-planned roadway improvements, such as the extension of Overlook Parkway and the widening of Alessandro Boulevard to six lanes, do need to be implemented" (City of Riverside 2007b, page CCM-2).

The **Noise Element** contains policies designed to achieve and maintain noise levels compatible with various types of land uses. This element also includes strategies to reduce and limit community exposure to loud noise sources.

Policies within the **Open Space and Conservation Element** focus on preserving and protecting existing open space resources, enhancing the scenic quality of open space resources, and acquiring new resources as they become available.

The **Historic Preservation Element** complements the land use planning goals for the City. This element provides guidance to ensure that the identification, designation, and protection of cultural resources are part of the City's community planning, development, and permitting processes.

The **Public Safety Element** identifies public safety issues and needs anticipated to be of ongoing concern to the City during the planning period. This element describes the major hazards that might affect the City, as well as the resources available to respond when an accident or emergency occurs.

The **Air Quality Element** identifies the role the City can play in helping the South Coast Air Basin (SCAB) attain the goal of meeting federal and state air quality standards, as well as the function the City has in protecting its own residents and businesses from the impacts of harmful air contaminants. Also within the Air Quality Element are policies related to Environmental Justice. Policies AQ1.1 and AQ1.2 provide guidance for equitable decision making and impact review with respect to land use decisions and are discussed further below.

b. Neighborhood Plans

To augment citywide objectives and policies for land use and urban design, the neighborhood plans present detailed information about each of the City's neighborhoods, their planning challenges, and specific objectives and policies for each neighborhood. The Neighborhood Plans replace the previously adopted Community Plans. The proposed improvements for Overlook Parkway are located within or adjacent to the seven neighborhoods, as shown on Figure 3.9-1 (General Plan 2025 Figure LU-9) and described below.

Alessandro Heights

Located in the south-central part of the City, the Alessandro Heights neighborhood is characterized by its three major arroyos (Alessandro, Prenda, and Woodcrest), hilly terrain, and other natural features. The majority of the neighborhood has been developed with, and is designated for, very low-density residential uses. The Neighborhood Plan indicates that circulation-related changes, including the eventual connection of the two ends of Overlook Parkway across the Alessandro Arroyo, are anticipated and that special care will need to be taken to ensure that the natural assets of Alessandro Heights are protected and preserved.

Arlington Heights

Arlington Heights serves as the City's Greenbelt, characterized by rows of orange groves, the Citrus State Historic Park, more contemporary development, and nurseries. Agricultural uses in the area continue to use water from the Gage Canal, completed in 1890, which utilized gravity flow in drawing down water from the Santa Ana River. Arlington Heights also is well known for Victoria Avenue, which is listed in the National Register of Historic Places (NRHP). Vacant land within Arlington Heights is required to be developed with very-low-density residential uses (no more than one dwelling unit per five acres).

Canyon Crest

The Canyon Crest Neighborhood is characterized by rolling topography and the mature landscaping in its residential and commercial areas. Canyon Crest also wraps around Sycamore Canyon Wilderness Park. The Canyon Crest Town Center supports shopping, restaurant, and service businesses. Medium and medium-high density residential development, including many condominium complexes, is within close proximity of the Town Center. Nearly all of the land in Canyon Crest is either developed or planned for development via the Sycamore Highlands Specific Plan.

Casa Blanca

The Casa Blanca Neighborhood is largely residential in character, with many single-family homes exemplifying early 20th century styles, particularly California Craftsman. In addition to the predominant residential component, Casa Blanca has a blend of commercial and industrial development along Indiana Avenue and Jefferson Street.

Hawarden Hills

The neighborhood is characterized primarily by low-density single-family residential development and has several historic homes that reflect the City's early development as a citricultural cooperative development. Hawarden Drive, a winding, tree-lined street, is the neighborhood's main thoroughfare; the most significant visual feature is the Hawarden Hills Ridgeline. The neighborhood also includes significant portions of both the Alessandro Arroyo and Gage Canal. The neighborhood contains neither commercial areas nor any significant public facilities.

Presidential Park

The Presidential Park neighborhood spans the distance between Monroe Street to the west and Jefferson Street to the east. The economic focal point of the neighborhood is the Riverside Auto Center. Pockets of multifamily residential development, much of which lack contemporary amenities and design, are another prominent feature of Presidential Park. Presidential Park also contains significant industrial areas south of the Auto Center and the City corporation yard.

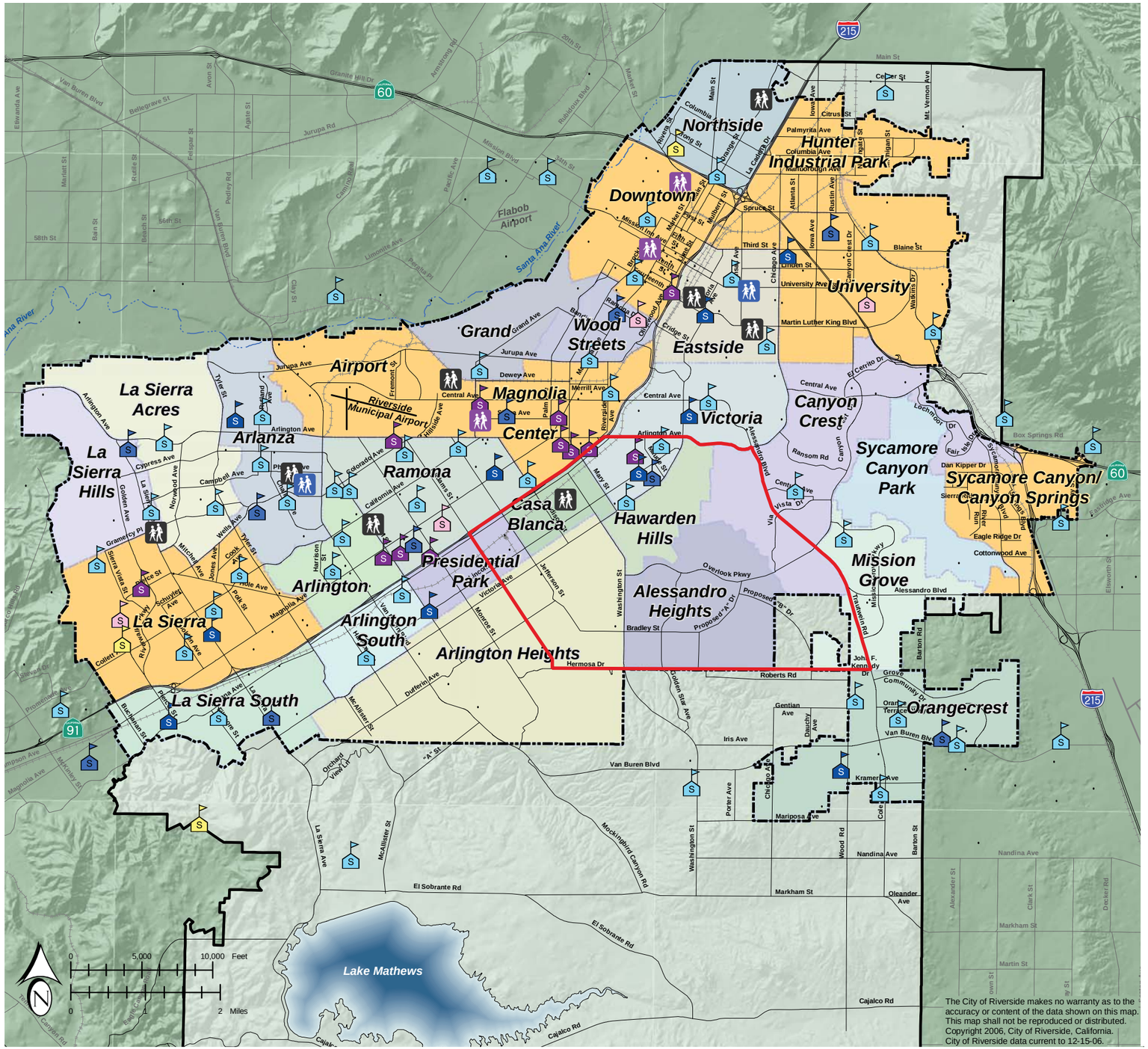
Victoria

The Victoria Neighborhood is primarily residential, with many planned residential developments with private recreation areas. The earlier, older developments are well-preserved and feature several long-recognized historic homes. In addition to its residential areas, Victoria contains neighborhood schools, the California School for the Deaf, and Olivewood Cemetery. Low-scale commercial and industrial areas form a buffer from State Route 91 (SR-91), helping insulate Victoria's residential areas from freeway noise and intrusion.

c. Land Use Designations

Planned land uses found within the Project vicinity are illustrated on Figure 3.9-2 (General Plan 2025 Figure LU-10) and listed in Table 3.9-1 below.

Map Source: City of Riverside, 2011



LEGEND

- NEIGHBORHOODS WITH MAJOR ACTIVITY CENTERS
- COMMUNITY CENTER
- SENIOR CENTER
- SERVICE CENTER
- ELEMENTARY SCHOOL
- ELEMENTARY SCHOOL (UNDER CONSTRUCTION)
- MIDDLE SCHOOL
- HIGH SCHOOL
- OTHER SCHOOL
- COLLEGE/UNIVERSITY
- RIVERSIDE CITY BOUNDARY
- RIVERSIDE PROPOSED SPHERE OF INFLUENCE

SOURCE: CITY OF RIVERSIDE, ALVORD UNIFIED SCHOOL DISTRICT AND RIVERSIDE UNIFIED SCHOOL DISTRICT

0 Feet 10,000

Project Vicinity

RECON

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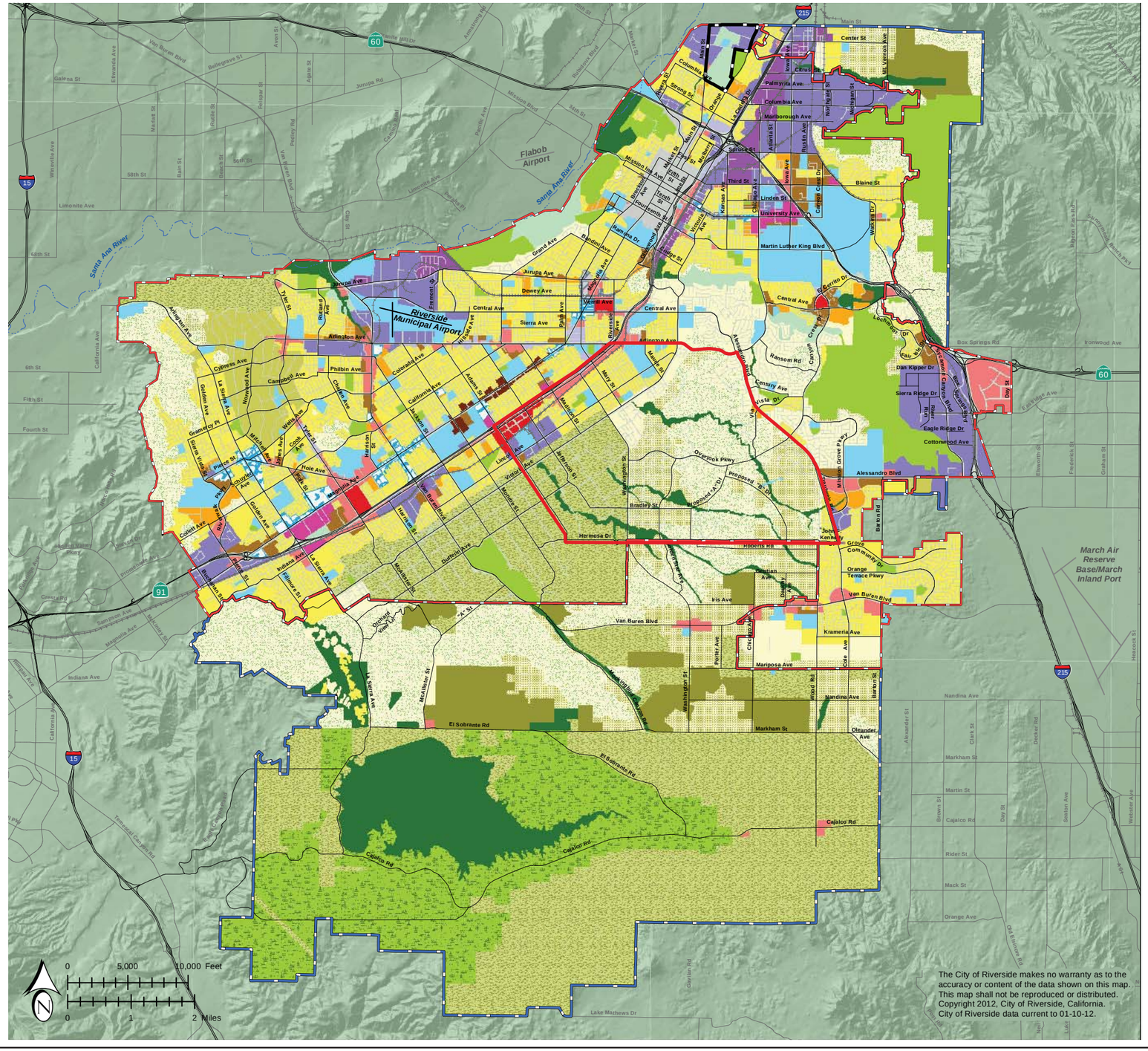
FIGURE 3.9-1
Neighborhood Locations

Map Source: City of Riverside, 2012



LEGEND

- RIVERSIDE CITY BOUNDARIES
- RIVERSIDE PROPOSED SPHERE OF INFLUENCE
- POTENTIAL SPECIFIC PLAN

GENERAL PLAN 2025
LAND USE ELEMENT

- A - AGRICULTURAL
- A/RR - AGRICULTURAL/RURAL RESIDENTIAL
- HR - HILLSIDE RESIDENTIAL
- SRR - SEMI RURAL RESIDENTIAL
- VLDR - VERY LOW DENSITY RESIDENTIAL
- LDR - LOW DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- MHDR - MEDIUM HIGH DENSITY RESIDENTIAL
- HDR - HIGH DENSITY RESIDENTIAL
- VHDR - VERY HIGH DENSITY RESIDENTIAL
- C - COMMERCIAL
- CRC - COMMERCIAL REGIONAL CENTER
- DSP - DOWNTOWN SPECIFIC PLAN
- OSP - ORANGECREST SPECIFIC PLAN
- O - OFFICE
- B/OP - BUSINESS/OFFICE PARK
- I - INDUSTRIAL
- MU-N - MIXED USE-NEIGHBORHOOD
- MU-V - MIXED USE-VILLAGE
- MU-U - MIXED USE-URBAN
- PF - PUBLIC FACILITIES/INSTITUTIONAL
- PR - PRIVATE RECREATION
- P - PUBLIC PARK
- OS - OPEN SPACE/NATURAL RESOURCES
- RAT - KANGAROO RAT HABITAT

0 Feet 10,000

Project Vicinity

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FIGURE 3.9-2
Planned Land Uses

TABLE 3.9-1
GENERAL PLAN 2025 LAND USE DESIGNATIONS

Land Use	Primary Intent of Land Use Designations
Residential	
Agricultural/Rural Residential (A/RR)	Implement Proposition R and Measure C; allow for residential use on large agricultural and citrus parcels
Hillside Residential (HR)	Implement Proposition R and Measure C; allow for sensitive development of residential homes where slopes exceed 15%
Very Low Density Residential (VLDR)	Single family, large lot residential
Low Density Residential (LDR)	Single family, large lot residential uses
Medium–High Density Residential (MHDR)	Single family, small lot residential uses
Commercial (C)	Retail shops, services, and other similar commercial development
Office	Office Uses
Public Park (P)	Public parks and associated facilities
Open Spaces/Natural Resources (OS)	Protection of natural resources, creeks, hillsides, arroyos, and other sensitive areas
Public Facilities Institutional (PF)	Educational facilities, libraries, governmental uses, utilities, and other community supportive functions

Source: City of Riverside 2007b

d. Roadway Classifications

The General Plan 2025 Land Use and Urban Design Element Figure LU-6 identifies existing and proposed linkages between neighborhoods, including rail corridors, transit routes, city and county trails, and bikeways. The exhibit identifies Overlook Parkway as a "Proposed Parkway."

The City General Plan 2025 Circulation and Community Mobility Element Master Plan of Roadways (Master Plan of Roadways; see Figure 2-3) identifies Overlook Parkway, easterly of Washington Street, as a "110-foot, 4-lane arterial and scenic boulevard and parkway." However, the Master Plan of Roadways, consistent with Policy CCM-4.1, includes a note specifying that, for the proposed bridge over Alessandro Arroyo, "Overlook Parkway shall be a 2-lane, 110-foot arterial with a wide median parkway."

In regard to the Proposed C Street connection west of Washington Street, the Master Plan of Roadways (see Figure 2-3) includes a note specifying that "the alignment of Overlook Parkway westerly of Washington (i.e., Proposed C Street) is not yet determined pending preparation of specific plan level study." The Proposed C Street is not designated as a "Parkway" by the General Plan 2025.

Additionally, the Circulation and Community Mobility Element designates several "scenic" and "special" boulevards within the City that meet local criteria for designation

as scenic routes. Overlook Parkway is a designated “Scenic Boulevard” and “Parkway.” These designations indicate that “special landscaping and additional right-of-way may be required.” Additionally, Victoria Avenue is designated as a “Special Boulevard;” “special boulevards” have a two lane divided roadway of variable geometric design. It is also designated “Scenic Boulevard” and “Parkway.” As noted above, these designations indicate that “special landscaping and additional right-of-way may be required.

e. Aesthetic and Visual Resource Policies

The City’s General Plan 2025 Land Use and Urban Design, Open Space and Conservation, and Historic Preservation Elements include objectives and policies regarding aesthetics and visual quality issues. The objectives and policies applicable to land within the vicinity of the proposed Project include the following:

Land Use and Urban Design Element

Objective LU-3: Preserve prominent ridgelines and hillsides as important community visual, recreational, and biological assets.

Policy LU-6.1: Enforce and adhere to the special protections for agricultural areas set forth in Proposition R and Measure C.

Policy LU-6.2: Preserve the viability of the Gage Canal to enable continued agricultural and citricultural uses within the City.

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

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

Policy LU-17-1: Overlook Parkway: Develop appropriate streetscape, bicycle, and pedestrian improvements.

Policy LU-30.2: Ensure that every neighborhood has a unique community image that is incorporated and reflected in all public facilities, streetscapes, signage, and entryways proposed for each neighborhood.

Circulation and Community Mobility Element

Policy CCM-2.8: Design street improvements considering the effect on aesthetic character and livability of residential neighborhoods, along with traffic engineering criteria.

Policy CCM-2.10: Emphasize the landscaping of parkways and boulevards.

Open Space and Conservation Element

Objective OS-2: Minimize the extent of urban development in the hillsides, and mitigate any significant adverse consequences associated with urbanization.

Policy OS-2.2: Limit the extent and intensity of uses and development in areas of unstable terrain, steep terrain, scenic vistas, arroyos, and other critical environmental areas

Policy OS-2.4: Recognize the value of ridgelines, hillsides, and arroyos as significant natural and visual resources and strengthen their role as features which define the character of the City and its individual neighborhoods.

Historic Preservation Element

Policy HP-1.4: The City shall protect natural resources such as geological features, heritage trees, and landscapes in the planning and development review process and in park and open space planning.

f. Environmental Justice Policies

The City's General Plan 2025 Air Quality Element includes policies relating to environmental justice. The Environmental Protection Agency (EPA) defines environmental justice as "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies" (EPA 2012). The element addresses environmental justice as an issue that should be considered with respect to air quality in the City of Riverside (General Plan 2025).

The Air Quality Element is a planning tool the City uses to protect the public's health and welfare. The element sets forth a number of policies to not only reduce current pollution

emissions, but also require new development to comply with air quality standards and requirements. In addition, the element identifies strategies the City shall utilize to ensure that its residents and businesses are not unnecessarily exposed to toxic air contaminants. The following policies address environmental justice as it relates to air quality.

Policy AQ-1.1 Equitable Decision-Making. Ensure that all land use decisions, including enforcement actions, are made in an equitable fashion to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status or geographic location, from the health effects of air pollution.

Policy AQ-1.2 Impacts Review. Consider potential environmental justice issues in reviewing impacts (including cumulative impacts for each project proposed).

Casa Blanca is a community identified as having negative effects from past land use development and planning practices on the health of the community population. As residents settled within this community and the SR-91 was constructed, air quality emissions resultant from rail operations in the northern portion of the community, vehicles traveling along Madison Avenue and the SR-91, as well as nearby commercial and light manufacturing uses have impacted the quality of environment within this community.

In addition, it should be noted that Madison Avenue is the primary access route to the SR-91 for the neighborhoods within the western portion of the Project vicinity—including Alessandro Heights, Arlington Heights, Presidential Park, and parts of Hawarden Hills. To the north/northeast, the nearest on-ramp is one mile away, located at Arlington Avenue near Riverside Avenue. To the south/southwest, the nearest on-ramp is also one mile away, located at Adams Street and Indiana Avenue.

While the City has continued to improve the conditions within this community to improve the quality of life for the residents, further efforts are needed during the land use and planning process to ensure that environmental effects are not concentrated within the Casa Blanca Community Plan Area.

3.9.1.2 Proposition R and Measure C

a. Proposition R

In 1979, City voters passed Proposition R, the *Taxpayer's Initiative to Reduce Costly Urban Sprawl by Preserving the City of Riverside's Citrus and Agricultural Lands, Its Unique Hills, Arroyos and Victoria Avenue*. The two main features of Proposition R include: (1) the preservation of agriculture through application of the RA-Residential

Agricultural Zone (now RA-5) to two specific areas of the City, and (2) protection of hillside areas through application of the RC-Residential Conservation Zone to areas of the City with slopes over 15 percent. The Proposed C Street is contained within the Arlington Heights Greenbelt (see Figure 3.1-1 in Section 3.1).

b. Measure C

In 1987, City voters approved Measure C, entitled *Citizens' Rights Initiative to Reduce Costly Urban Sprawl, to Reduce Traffic Congestion, to Minimize Utility Rate Increases and to Facilitate Preservation of the City of Riverside's Citrus and Agricultural Lands, its Scenic Hills, Ridgelines, Arroyos and Wildlife Areas*. Measure C amended Proposition R by adding policies to promote agriculture. Measure C applies to the Arlington Heights Greenbelt. Policies established by Measure C relevant to the proposed Project include:

- Protect Greenbelt streets from heavy traffic
- Minimize the extension of City services and urban infrastructure into agricultural land areas, except as needed for agricultural purposes

Section 3.1 of this DEIR provides further detail regarding the protections for agricultural lands afforded by Measure C and Proposition R (City of Riverside 2007a).

The City is committed to complying with Proposition R and Measure C, as provided for in the General Plan 2025 Land Use Policy LU-6.1. It is the City's objective to enforce and adhere to the protections for agricultural areas (see General Plan 2025 Objective LU-6). The City will not, and legally cannot without a vote of the residents of the City, amend or repeal Proposition R and Measure C (City of Riverside 2007a).

3.9.1.3 City of Riverside Municipal Code and Zoning

The City's Zoning Code is defined in Title 19 of the RMC. Zoning ordinances implement General Plan 2025 land use designations in a community by establishing use regulations and development standards for specific types of land use.

a. Zoning

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

b. Riverside Municipal Code

The proposed Project is subject to a number of other provisions, established in the RMC, that govern various aspects of Project development. In addition to zoning, the RMC

includes regulations pertaining to: building and construction, grading, utility installation, landscaping, and the identification and treatment of cultural resources, among others. The most applicable land development regulations are summarized below, and others are further discussed throughout Section 3.0 of this DEIR.

Grading Ordinance

Title 17 of the RMC contains the Grading Code, which sets forth rules and regulations placed on grading to control erosion, grading, and earthwork construction, including fills and embankments. One primary purpose for this ordinance is to regulate hillside grading in a manner that minimizes the adverse effects of grading on natural landforms, soil erosion, dust control, water runoff, and construction equipment emissions. Grading permits are not required for excavations and embankments performed by a public utility, governmental agency, or private developer for the construction of roadways, pipelines, or utility lines within right-of-ways or easements. Any work done in a public right-of-way dedicated to the City is regulated by the Public Works Director.

Section 17.28.020 et seq. of the Grading Code provides specific guidelines and standards for hillside and arroyo areas. The Code states that where grading is proposed on any parcel having an average natural slope of 10 percent or greater, containing a significant arroyo, or located within or adjacent to a blue-line stream identified on United States Geological Survey (USGS) maps, grading must be confined to the minimum grading necessary, and the ungraded terrain must be left in its natural form on the remainder of the site. No grading for private crossings of these arroyos is permitted, and grading for public street crossings must be limited to the minimum necessary for access and emergency access. The Alessandro Arroyo is a designated arroyo within the RMC (Ssection 17.080.011, Exhibit D), within which a blue-line stream has been mapped and delineated for this analysis (see Section 3.3.2.2b of this DEIR).

Cultural Resources Code

The City's historic preservation regulations, contained in Title 20 of the RMC (Cultural Resources Code), state that City approval is required before one can alter, demolish, change or remove a historic resource. Title 20 establishes the authority for preservation, the composition, and responsibilities of the Cultural Heritage Board, criteria for evaluating work affecting historic resources, and criteria for determining what is eligible for designation. Archeological sites can be nominated as Landmarks or Structures of Merit by the City's Cultural Heritage Board, with final designation by the City Council. Criteria for designation of a Landmark or Structure of Merit are set forth in the Cultural Resources Code. Both Victoria Avenue and the Gage Canal are listed on the City Cultural Heritage Landmark list.

Dark-Sky Regulations

In 1988, the County of Riverside adopted Ordinance Number 655, which establishes standards to limit light leakage in order to reduce interference with nighttime astrological observation and research conducted at the Mount Palomar Observatory. This ordinance established two zones based on radial distance from the Mount Palomar Observatory, which is located in northern San Diego County. Zone A is defined as a circular area within a 15-mile radius of the observatory. Zone B includes a circular ring area defined by two circles, one 45 miles in radius centered on Palomar Observatory, and the other the perimeter of Zone A. The southeastern portion of the City is located within the Mount Palomar Observatory area, and is within the designated Zone B of Mount Palomar Nighttime Lighting Policy (City of Riverside 2007a).

The City approved street light levels for new street lighting systems in 1996. Lighting that is above the horizontal of the light source does not benefit lighting the roadways. The City currently uses luminaires along public roadways, which are equipped with reflectors and/or refractors, to direct most of the light down on the roadway. The majority of the luminaires in the City are equipped with semi- or full-cutoff optics limiting the amount of light above the luminaire to less than 5 percent of the rated lumens. The non-cutoff optics, which have no limits on the light distribution above the luminaire, are no longer approved by the City and are rarely used now as communities become more aware of light pollution (City of Riverside 2007a).

3.9.1.4 Habitat Conservation Plans

a. Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County MSHCP, adopted in 2003, is a comprehensive, multi-jurisdictional habitat conservation plan which focuses on conserving species and their habitats in western Riverside County. The MSHCP plan area encompasses approximately 1.26 million acres and includes all unincorporated Riverside County lands west of the crest of the San Jacinto Mountains to the Orange County line. Although the Project vicinity lies within an MSHCP area plan (Cities of Riverside and Norco), it is not adjacent to or located within a MSHCP Criteria Cell intended for conservation. The provisions of the MSHCP applicable to each scenario are detailed in Table 3.3-1 (Section 3.3 of this DEIR).

b. Stevens Kangaroo Rat Habitat Conservation Plan/Core Reserves

A Habitat Conservation Plan (HCP) for the endangered Stephens' kangaroo rat was implemented by the Riverside County Habitat Conservation Agency (RCHCA). The Stephens' Kangaroo Rat HCP mitigates impacts from development on the Stephens' kangaroo rat by establishing a network of preserves and a system for managing and

monitoring them. Through implementation of the Stephens' Kangaroo Rat HCP, more than $45 million has been dedicated to the establishment and management of a system of regional preserves designed to ensure the persistence of Stephens' kangaroo rat in the City. Through direct funding and in-kind contributions, Stephens' kangaroo rat habitat in the regional reserve system is managed to ensure its continuing ability to support the species. The City is a member agency of the RCHCA (City of Riverside 2007a) and thus, must comply with HCP requirements.

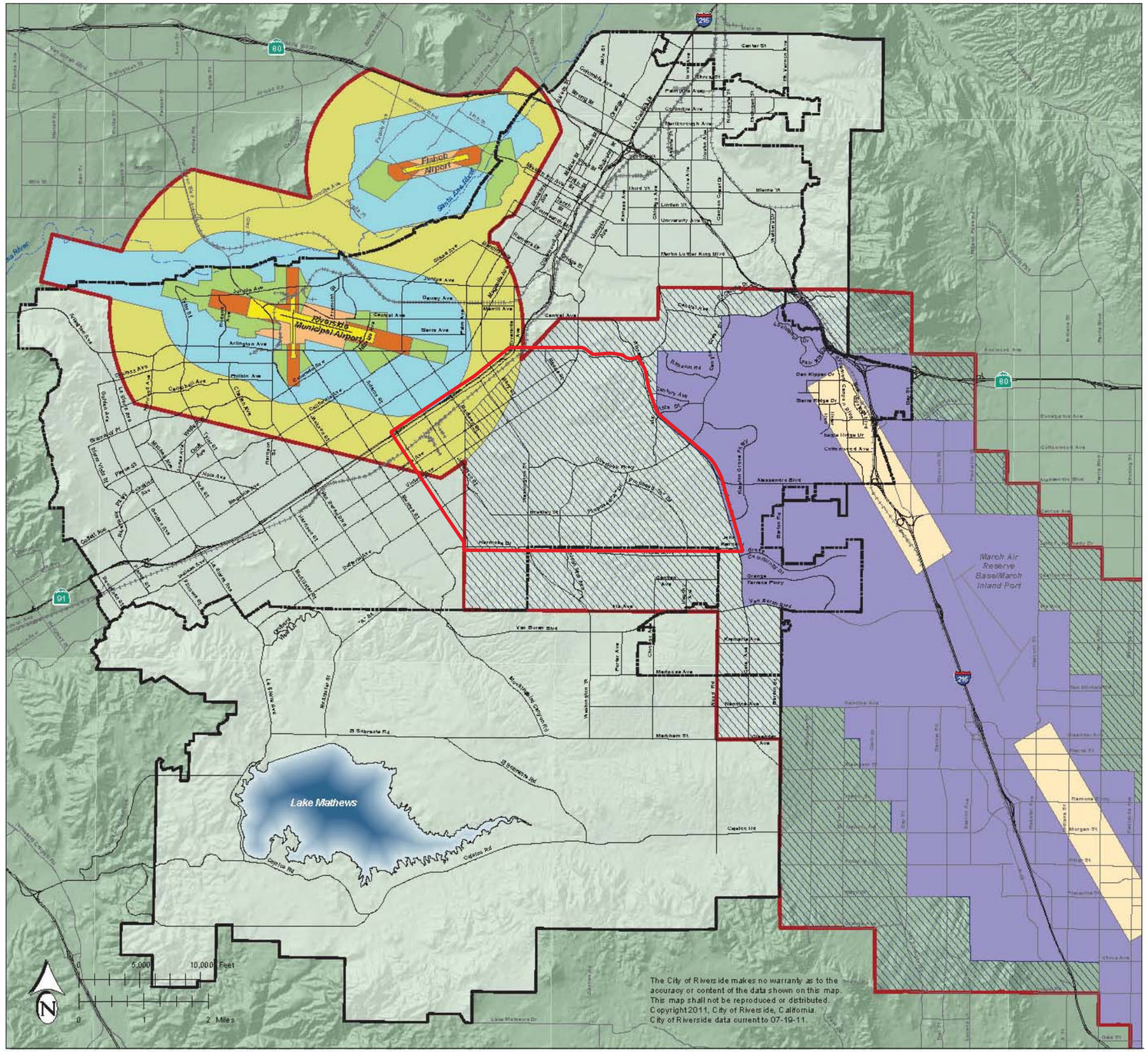
3.9.1.5 Riverside County Airport Land Use Compatibility Plan

Riverside County's Airport Land Use Commission (ALUC) periodically updates an Airport Comprehensive Land Use Plan, commonly known as an Airport Land Use Compatibility Plan (ALUCP). The ALUCP designates zones of airport influence areas for 13 airports in Riverside County and provides a series of policies and compatibility criteria to ensure that both aviation uses and surrounding uses may continue. The ALUCP was updated in 2004 for Riverside Municipal and Flabob Airports, and includes provisions for both airports. Riverside Municipal Airport is situated on 451 acres in the northwest portion of the City, bordered by Arlington Avenue to the south, Hillside Avenue to the east, and Van Buren Boulevard to the west. The airport is owned and operated by the City, with its operations overseen by the City of Riverside Airport Commission. Flabob Airport is a small airstrip located northeast, just outside of the City limits. It is the seventh oldest surviving airport in California, established in 1925, and provides facilities for small airplanes and other craft.

In addition, the March Air Reserve Base (MARB) is located southeast of the City limits, between the Cities of Riverside and Moreno Valley, with portions of the flight paths directed over the City's jurisdiction.

Figure 3.9-3 depicts airport land use compatibility and safety zones for Riverside Municipal and Flabob Airports, as well as MARB, within the City limits and the Project vicinity (City of Riverside 2007a). As depicted in this exhibit, the northern portion of the Project Vicinity is within the ALUCP for the Riverside Municipal Airport, but outside of all airport hazard areas. The Joint Land Use Study for MARB extends over virtually the entire Project vicinity, with exception of a small area along the west and northwestern edges. Similar to the Riverside Municipal Airport, the MARB airport hazard areas are located outside of the Project vicinity.

Map Source: City of Riverside, 2012



LEGEND

RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLAN

- ZONE A
- ZONE B 1
- ZONE B 2
- ZONE C
- ZONE D
- ZONE E

MARB/MIP COMPREHENSIVE LAND USE PLAN

- AREA 1
- AREA 2
- AREA 3

- AIRPORT INFLUENCE AREA
- RIVERSIDE CITY BOUNDARY
- RIVERSIDE PROPOSED SPHERE OF INFLUENCE

0 Feet 10,000

Project Vicinity

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FIGURE 3.9-3
Airport Compatibility and Safety Zones

3.9.2 Physical Setting

3.9.2.1 Project Vicinity Land Use and Circulation

The Project vicinity is located in western Riverside County in the southeastern portion of the City, in southern California. The City lies approximately 54 miles east of downtown Los Angeles. Regionally, the City is surrounded to the north by the counties of Riverside and San Bernardino, and cities of Rialto, Jurupa Valley, and Colton; to the east is Moreno Valley; and to the west Corona and Norco. Unincorporated Riverside County lands lie to the south.

a. Land Use

The Project vicinity lies within seven neighborhoods: the Alessandro Heights (northern portion), Canyon Crest (southwestern portion), Casa Blanca (northern portion), Arlington Heights (northeastern portion), Victoria (southern portion), Presidential Park (eastern portion), and the Hawarden Hills (western portion). The existing land uses in the Project vicinity include primarily agricultural, agricultural/rural residential, hillside residential, and very low residential uses, with a variety of other land uses present between Victoria Avenue and SR-91.

Crystal View Terrace, Green Orchard Place, and Overlook Parkway are located south of SR-91 and west of I-215 in the eastern portion of the City. The local roadways are in an area developed primarily with residential uses in the Alessandro Heights and Canyon Crest neighborhoods. The residential land uses near Crystal View Terrace and Green Orchard Place are categorized as “hillside residential” and “very low density residential”. The Project vicinity also includes a designated open space area for the Alessandro Arroyo, west of Sycamore Canyon Wilderness Park Victoria Avenue, a historic corridor and scenic parkway is located at the western edge of the Western Project Impact Area (PIA). It is listed on the NRHP and as Cultural Heritage Landmark No. 8 in the City Register.

b. Circulation

Overlook Parkway is included as an east-west arterial from Washington Street to Alessandro Boulevard in the General Plan 2025; however, presently, it is only partially constructed. No connection exists between Via Vista Drive and approximately 500 feet west of Sandtrack Road or over the Alessandro Arroyo (approximately 500 feet between Crystal View Terrace and Via Vista Drive).

Overlook Parkway extends westerly from Crystal View Terrace and terminates at Washington Street; therefore, a direct connection to SR-91 from Overlook Parkway does not exist.

Crystal View Terrace is a local road that runs south from Overlook Parkway and terminates at Cactus Road. Green Orchard Place is a collector road that connects to Overlook Parkway, an arterial road, via Kingdom Drive, a collector road. As conditions of approval of two separate tract maps, gates at both Crystal View Terrace and Green Orchard Place were installed to impede cut-through traffic until Overlook Parkway was connected across the Alessandro Arroyo. The gate on Crystal View Terrace is approximately 0.17 mile south of Overlook Parkway. The gate on Green Orchard Place is approximately 0.44 mile south of Kingdom Drive. Both gates were designed to allow emergency vehicle access.

c. Alessandro Arroyo

The Alessandro Arroyo covers approximately 56 acres from Victoria Avenue southwest to Trautwein Road and John F. Kennedy Drive. The areas surrounding Alessandro Arroyo have undergone rapid urbanization. The Riverside Land Conservancy manages approximately 16 acres of conservation land along Alessandro Arroyo. These lands consist of 4.1 acres located approximately 300 feet downstream of the existing Berry Road crossing and 11.7 acres located approximately 200 feet upstream of the Berry Road crossing.

3.9.2.2 Surrounding Land Use and Circulation

MARB and Sycamore Canyon Business Park lie southeast and east of the Project vicinity. To the north and northwest of the Project vicinity are the University of California-Riverside, Riverside Municipal Airport, and the Santa Fe/Union Pacific Railroad, which runs roughly parallel to SR-91. Natural features in the vicinity of the Project vicinity include Lake Mathews to the southwest and the Santa Ana River to the northwest.

In addition to the roadways described above, Alessandro Boulevard, Arlington Avenue, Madison Street, Trautwein Road, and SR-91 are major roadways that border the Project vicinity. Alessandro Boulevard is a divided four-lane arterial connecting the Cities of Riverside and Moreno Valley. Arlington Avenue is a four-lane divided east-west arterial which extends between the Chicago Avenue/Alessandro Boulevard intersection and west of SR-91. Madison Street is a four-lane arterial extending from Indiana Avenue southeast to Victoria Avenue. Trautwein Road is a four-lane arterial extending southerly from Alessandro Boulevard to Van Buren Boulevard. SR-91 is a 6- to 12-lane freeway, which provides regional access through the City and Orange County to the southwest.

3.9.2.3 Scenic Vistas, Resources, and Visual Character

a. Visual Context and Character

As described in Section 2.0, Project Description, the Project vicinity includes 7,500 acres within the City. Elevations within the Project vicinity range from approximately 810 feet to

approximately 1,666 feet above mean sea level (msl). The area surrounding the proposed connections of Overlook Parkway is characterized by large-lot, single-family development and vacant lands with rolling hills covered in low-lying vegetation (Figure 3.9-4). The Alessandro Arroyo is the predominant landform within the area. The arroyo runs generally perpendicular to Overlook Parkway and is characterized by steep slopes and riparian vegetation (Figure 3.9-5). Other small, unnamed drainages are located to the east of the Alessandro Arroyo in proximity of the proposed fill crossing (Figure 3.9-6).

Overlook Parkway is partially constructed within the immediate vicinity of the proposed bridge and fill crossing. The roadway extends easterly past Crystal View Terrace and terminates near the edge of the arroyo. A small segment also exists east of the arroyo, extending to Brittanee Delk Court. Overlook Parkway then begins again 500 feet west of Sandtrack Road, as illustrated on Figure 3.9-7. The roadway is presently constructed to a width of 88 feet and is composed of two travel lanes, landscaped parkways, and a wide landscaped median. Sidewalks and street lights line both sides of the street.

Electrical lines are undergrounded where road improvements exist. Overhead power lines and utility poles are in place where gaps in Overlook Parkway exist, including across the Alessandro Arroyo.

The area surrounding the Proposed C Street is predominantly rural in character (Figure 3.9-8). As it is located within the Arlington Heights Greenbelt, the predominant land use is agriculture, with many parcels supporting either orchards or other agrarian uses. Gage Canal, listed on the City's Cultural Landmark List, parallels Dufferin Avenue within the Greenbelt (Figure 3.9-9). Built between 1884 and 1888, this important structure is named for Matthew Gage, who guided its original 20-mile length from the Santa Ana River near present-day Loma Linda to Arlington Heights. Originally conceived for the irrigation of his own holdings, the canal put Gage in the business of selling water and made possible Riverside's 1890s boom in agricultural and residential development (City of Riverside 2011).

Near the western extent of the Proposed C Street is Victoria Avenue, which is listed on the National Register of Historic Places (NRHP) from Myrtle Avenue, southwest 6.1 miles ending at Boundary Lane (Figure 3.9-10). This landscaped divided avenue was developed to connect the 1890 Arlington Heights subdivision to downtown. Grading was completed in 1892. Landscape architect Franz P. Hosp supervised the original planting; Victoria Avenue now includes over 90 species of trees as well as numerous shrubs. Overhead power lines and street lights occur throughout the median of Victoria Avenue (see Figure 3.9-10).

FIGURE 3.9-4

Existing Visual Character – Overlook Parkway

RECON

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FIGURE 3.9-5
Alessandro Arroyo PIA

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FIGURE 3.9-6
Fill Crossing/Eastern PIA

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image Source: Google Maps

RECON

FIGURE 3.9-7
Overlook Parkway

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FIGURE 3.9-8

Proposed C Street/Arlington Heights Greenbelt

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FIGURE 3.9-9
Gage Canal

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FIGURE 3.9-10

Victoria Avenue

RECON

b. Visual Resources

The Open Space and Conservation Element identified significant visual resources as those naturally occurring ridgelines, hillsides and arroyos (Policy OS-2.4). Several visual resources consistent with this policy are located within the Project vicinity. Near the eastern connection of Overlook Parkway, Alessandro Arroyo is one of six arroyos recognized by the City's Grading Code (Title 17) which traverse the City. The Alessandro Arroyo serves as the primary visual resource in this area. Alessandro Arroyo originates in the southerly hills of Riverside and flows to the Santa Ana River. It is preserved largely in a natural condition within the Project vicinity.

Within the vicinity of the Proposed C Street, the City has defined the Arlington Heights Neighborhood as Riverside's Greenbelt. Located within the Greenbelt is the California Citrus State Historic Park. Other portions of the Greenbelt consist largely of private lands protected by Proposition R and Measure C, currently in use as citrus groves, plant nurseries, and very-low-density residential development. Victoria Avenue, which is listed on the NRHP, is a mile-long scenic drive in the heart of the City and is located at the western edge of the Project vicinity.

c. Scenic Vistas, Highways, and Boulevards

Scenic vistas within the Project vicinity are found within the Alessandro Heights Hills; however, no designated scenic vistas are located within any of the PIAs. There are no officially designated State Scenic Highways or eligible State Scenic Highways within the City or within proximity of the Project vicinity (City of Riverside 2007a).

The City has designated several scenic and special boulevards that meet local criteria for designation as scenic routes. These scenic and special boulevards include Victoria Avenue and Overlook Parkway, and are shown on Figure 3.9-11. According to the Land Use and Urban Design Element, Victoria Avenue has long been recognized as an important local and regional scenic resource and listed in the NRHP. Overlook Parkway, with its planned connection over the Alessandro Arroyo, is recognized as a Scenic Boulevard by General Plan 2025.

3.9.3 Significance Determination Thresholds

Based on Appendix G of the CEQA Guidelines, impacts related to land use and aesthetics would be significant if the proposed Project would:

1. Physically divide an established community.

2. 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.

3. Conflict with any applicable habitat conservation plan or natural community conservation plan.

4. Have a substantial adverse effect on a scenic vista.

5. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

6. Substantially degrade the existing visual character or quality of the site and its surroundings.

7. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

3.9.4 Issue 1: Physically Divides an Established Community

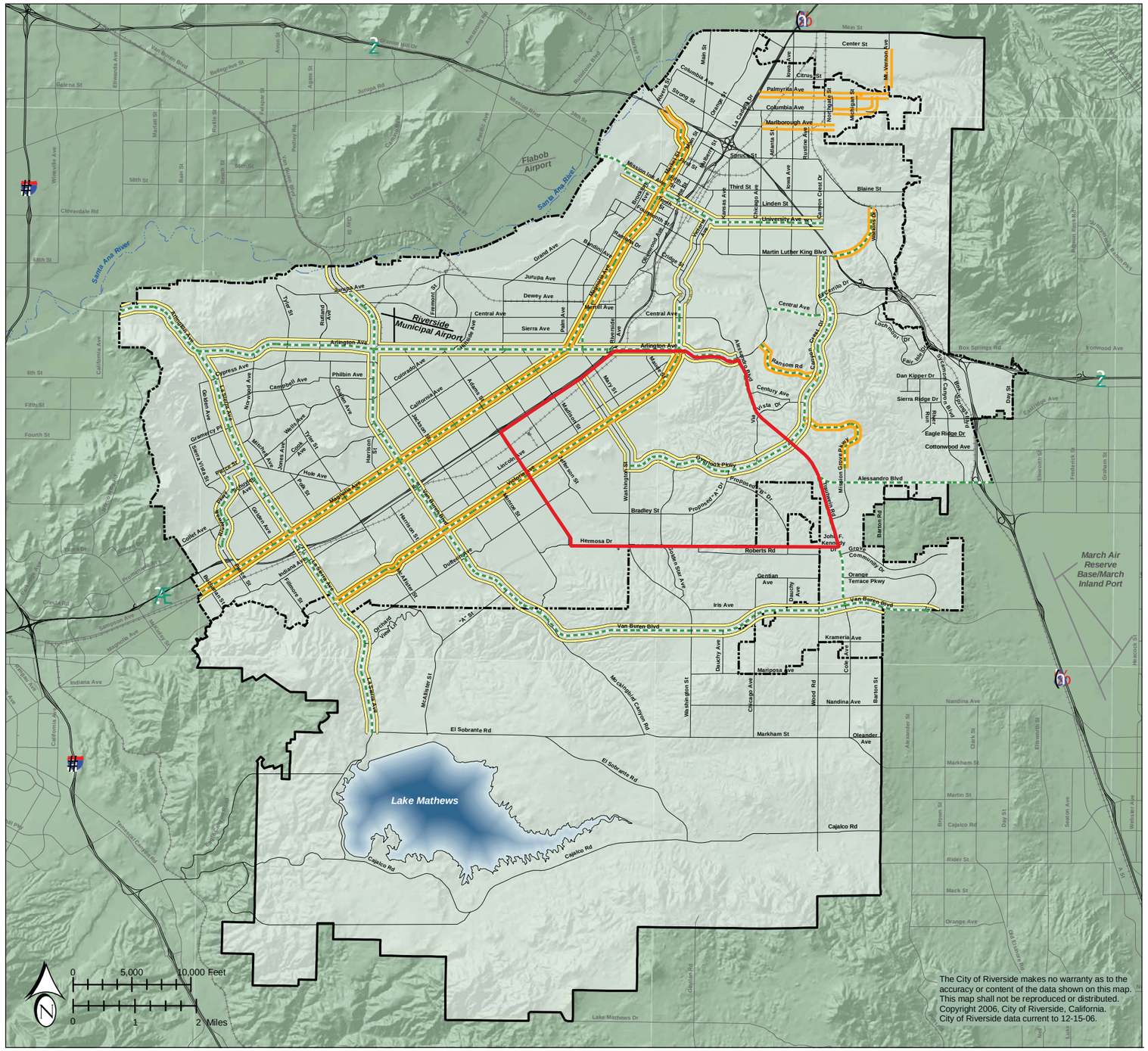
Would the proposed Project physically divide an established community?

3.9.4.1 Impact Analysis

Scenario 1

The gates at both Crystal View Terrace and Green Orchard Place would remain closed, and Overlook Parkway would remain on the General Plan 2025, and would stay in its present condition into the foreseeable future. While the erection of gates within a community could potentially result in the division of an established community, this scenario would maintain the gates that currently exist, and thus would not alter the community through a division of land use or access. Furthermore, no new roadways would be constructed that could serve as a physical barrier in the community and in turn divide the community. The gates would continue to prevent cut-through traffic on Green Orchard Place and Crystal View Terrace. Without the connection of Overlook Parkway, traffic would be required to continue along alternate routes and would not result in excessive traffic within established communities. Because no new roadway would be constructed, no established community would be physically divided under Scenario 1. There would be **no impact.**

Map Source: City of Riverside, 2012



LEGEND

- SCENIC BOULEVARD
- SPECIAL BOULEVARD
- PARKWAYS
- RIVERSIDE CITY BOUNDARY
- RIVERSIDE PROPOSED SPHERE OF INFLUENCE

SOURCE: MEYER, MOHADDES ASSOCIATES INC

Project Vicinity

RECON

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FIGURE 3.9-11
Scenic and Special Boulevards and Parkway (General Plan 2025)

Scenario 2

Overlook Parkway would not be connected and would remain in its present condition into the foreseeable future. The gates at both Crystal View Terrace and Green Orchard Place would be removed, allowing traffic to pass through the existing residential communities. The existing gates would be removed; however, this would not result in a division of a community but rather in a connection within the community. However, no new or additional roadways would be constructed. Although the removal of a traffic control device would open up Crystal View Terrace and Green Orchard Place to through traffic, volumes on these and nearby roadways would be within what the roads are designed to accommodate. No new roadways would be constructed within the Project vicinity. Traffic patterns and volumes under Scenario 2 would be consistent with the existing condition (i.e., the Gates Open baseline; see Section 3.11). Therefore, Scenario 2 would not result in excessive traffic within established communities.

Because no new roadway would be constructed, and the removal of the gates would not divide an established community but rather connect the area separated by the existing gates, impacts would be **less than significant.**

Scenario 3

Under Scenario 3, Overlook Parkway would be connected as called for in General Plan 2025. The two missing segments of Overlook Parkway, which would be completed under this scenario, would provide another connection between established neighborhoods. Again, Scenario 3 would not divide a community but rather with the completion of Overlook Parkway, would connect the community. According to the Land Use and Urban Design Element of the General Plan 2025, the connection of Overlook Parkway is an important connection between the Arlington Heights Greenbelt and Sycamore Canyon Park. The fill crossing and the proposed construction of the bridge over the Alessandro Arroyo, an open space feature, would connect communities/neighborhoods that are currently physically divided due to the lack of a through connection in these areas.

The connection of Overlook Parkway would result in increases in traffic volumes on some Project vicinity roadways. As discussed in the traffic analysis of this DEIR (see Section 3.11.4.1), volumes on local and collector roads in the immediate area near Overlook Parkway would operate at an acceptable level and would not exceed the capacity they are designed to handle so as to not result in excessive traffic within established communities.

Impacts associated with the physical division of an established community would be **less than significant**.

Scenario 4

As with Scenario 3, the connection of Overlook Parkway would connect and not divide a community. The Proposed C Street, as conceptualized in the Circulation and Community Mobility Element of the General Plan 2025, would be a four-lane road (i.e., a four-lane, 100-foot arterial with a wide median parkway; see Figures 2-3 and 2-15). The Proposed C Street would be located within the Arlington Heights Greenbelt, which is primarily characterized by rural and agricultural land uses. With respect to the above threshold, the proposed alignment would be located within an area that is primarily agricultural with a limited number of residential structures, mostly associated with the land ownership and management. To the west of the Proposed C Street is a residential subdivision that would not be directly affected by construction that would physically divide the community. The Proposed C Street would be a "relatively modest change to the local roadway network and would reduce opportunities for urban sprawl by helping to focus future development on already existing travel corridors" (City of Riverside 2007b). The Proposed C Street would be constructed to provide a connection to SR-91, reducing traffic congestion on existing roadways within the associated Project vicinity, and—as stated previously—help connect a community. Impacts associated with the physical division of an established community would be **less than significant**.

Off-site

The Traffic Impact Analysis (TIA) prepared for the proposed Project identifies measures to mitigate potentially significant traffic impacts within the Project vicinity. Measures consist of improvements such as changing a two-way stop controlled intersection to a four-way stop control, installing traffic signals, changing traffic signal operations, and adding new or additional right- or left-turn lanes. However, adding new or additional right- or left-turn lanes would only require roadway restriping and repaving in previously developed areas and existing intersections, and would not physically divide an established community. **No impacts** are identified.

3.9.4.2 Significance of Impacts

No impacts would be associated with Scenario 1.

Scenario 2, while it would not connect Overlook Parkway, it would remove the existing gates. This alteration in circulation is not anticipated to result in a division to an established community, but rather in a connection. Therefore, impacts would be less than significant.

Scenario 3 would enhance connectivity between communities located in the eastern and western areas of the City. Overlook Parkway would be completed within a designated corridor outside of any established neighborhood or community. Impacts associated with

the physical division of an established community would therefore be less than significant.

Scenario 4 would further complete the Circulation Element established in the City's General Plan 2025 and would not divide an established community. Impacts would be less than significant.

No impacts would be associated with off-site improvements.

3.9.4.3 Mitigation, Monitoring, and Reporting

No mitigation would be required.

3.9.5 Issue 2: Plans, Policy, or Regulations

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?

3.9.5.1 Impact Analysis

a. Consistency with the City of Riverside General Plan 2025

Land Use Designations

Scenarios 1–4 and Off-site

The Project vicinity is designated by the General Plan 2025 Planned Land Uses Map (see Figure 3.9-2) for several different land uses, including: residential, commercial, office, institutional, and parks and open space. All Project scenarios involve the circulation system within the area, and none propose a new land use, subject to land use designations established by the General Plan 2025. All Project scenarios would therefore be consistent with land use designations within the Project vicinity. Off-site improvements would not conflict with land use plans, policies, or regulations. **No impacts** are identified.

Roadway Classifications

Figure LU-6 within the General Plan 2025 Land Use and Urban Design Element identifies Overlook Parkway as a "Proposed Parkway." Additionally, the Master Plan of Roadways (see Figure 2-3) identifies the easterly extension of Overlook Parkway over the Alessandro Arroyo as a "110-foot, 4-lane arterial," and a "Scenic Boulevard" (special landscaping and additional right-of-way may be required). However, Policy CCM-4.1

limits “the Overlook Parkway completion over the arroyo to a two-lane roadway within a one-hundred-ten-foot right-of-way.”

The Master Plan of Roadways (see Figure 2-3) assumes that the Proposed C Street shall be a four-lane, 100-foot arterial with a wide median parkway, but does not have other special designations such as “scenic” or “parkway” (City of Riverside 2007b).

Scenario 1

Under this scenario, Overlook Parkway would not be connected easterly to Alessandro Boulevard, as indicated on the General Plan 2025 Circulation and Community Mobility Element Master Plan of Roadways, nor would any improvements be made consistent with its “parkway” designation occur in the near-term. This scenario would not change the Master Plan of Roadways and therefore, the opportunity to connect Overlook Parkway over the Alessandro Arroyo would still exist in the future, as well as providing a connection in the west. Therefore, this scenario would be **consistent** with the Master Plan of Roadways. No secondary land use impacts due to plan inconsistencies would occur.

Scenario 2

The gates at Crystal View Terrace and Green Orchard Place would be permanently removed. Overlook Parkway would not be connected easterly to Alessandro Boulevard, as indicated on the General Plan 2025 Circulation and Community Mobility Element Master Plan of Roadways, nor would any improvements be made consistent with its “parkway” designation. This scenario would not change the Master Plan of Roadways and therefore the opportunity to connect Overlook Parkway over the arroyo would still exist in the future as well as providing a connection in the west. Therefore, Scenario 2 would be **consistent** with Master Plan of Roadways. No secondary land use impacts due to plan inconsistencies would occur.

Scenario 3

Overlook Parkway would be connected between Via Vista Drive and approximately 500 feet west of Sandtrack Road and over the Alessandro Arroyo, as indicated on the Master Plan of Roadways. The complete right-of-way width would be 110 feet, as called for in the Circulation and Community Mobility Element; however, in the near-term, the travel ways would be striped for only one-lane in each direction, consistent with General Plan 2025 Policy CCM-4.1. As stated above, Overlook Parkway is identified in General Plan 2025 as a “scenic boulevard.” The construction of Overlook Parkway would be required to comply with those design requirements under the General Plan 2025 for a “scenic boulevard,” which requires special landscaping and lighting.

Scenario 3 includes an amendment to remove General Plan 2025 Policy CCM-4.2, which requires the City to do an analysis of a new route west of Washington Street prior to the connection of Overlook Parkway across the Alessandro Arroyo.

Scenario 3, with the proposed amendments to the General Plan 2025, would be **consistent** with the Master Plan of Roadways. No secondary land use impacts due to plan inconsistencies would occur.

Scenario 4

Overlook Parkway would be connected, as indicated on the Master Plan of Roadways and described under Scenario 3. Consistent with the above, because Overlook Parkway is identified in General Plan 2025 as a "scenic boulevard," construction of Overlook Parkway would be required to comply with those design requirements under the General Plan 2025 for a "scenic boulevard," which includes special landscaping and lighting.

Additionally, as called for in the General Plan 2025, Scenario 4 includes the construction of the Proposed C Street from Washington Street north and west ending at the intersection of Madison Street and Victoria Avenue. The Proposed C Street would be constructed to accommodate four lanes of travel, and an amendment to the Master Plan of Roadways would be part of this scenario establishing the classification for the Proposed C Street as a "four-lane arterial".

The existing General Plan 2025 figure designates the Proposed C Street with an arrow in the general vicinity and direction of a potential alignment. As part of the requirement for CCM-4.2, upon completion of the specific plan level of analysis for this roadway, the Master Plan of Roadways would be amended to reflect the analyzed and approved final alignment of the Proposed C Street. Therefore, Scenario 4 would be **consistent** with the Master Plan of Roadways and would not result in any significant secondary land use impacts.

Off-site

The off-site improvements would not conflict with any applicable roadway classifications. **No impacts** are identified.

Objectives and Policies

General Plan 2025 elements that relate specifically to the Project include Land Use and Urban Design, Circulation and Community Mobility, Historic Preservation, Noise, Open Space and Conservation, Public Safety, and Air Quality. Within these elements are diverse policies related to traffic conditions, streetscape design, natural and historic resource protection, community character, emergency response times, and roadway noise. In addition, the community plans have complimentary policies specific to neighborhoods throughout the City. The neighborhood plans applicable to the proposed

Project include Alessandro Heights, Arlington Heights, Casa Blanca, and Hawarden Hills. Appendix H of the DEIR includes the relevant General Plan 2025 and Neighborhood Plan objectives and policies and provides a consistency analysis for each of the four Project scenarios. Fifty-four policies from the General Plan 2025 and applicable neighborhood plans were analyzed. The results indicate that the proposed Project is generally consistent with the General Plan 2025 and applicable neighborhood plans; however, all scenarios would result in an impact due to inconsistency with General Plan 2025 Policy CCM-2.3 related to traffic flow on City arterials. In addition, Scenario 4 would result in an additional inconsistency with Policy CCM-4.3, which addresses the traffic flow along Victoria Avenue and the construction of the Proposed C Street. Policy inconsistency does not by itself constitute a significant environmental impact; however, the inconsistencies identified for the scenarios relate to a significant environmental impact (e.g., traffic) which is described in more detail below.

Scenario 1

Scenario 1 would retain the gates but would otherwise be consistent with policies intended to implement the City's planned circulation network. Although this scenario would not provide the immediate connection of Overlook Parkway or the Proposed C Street as conceptualized on the Master Plan of Roadways, it would not preclude these roadways—and the associated bikeways and other streetscape and design considerations required by City standards—from being constructed in the future. The General Plan 2025 also outlines policies related to limiting local roadways beyond those connections already identified and utilizing traffic calming measures where appropriate. These policies are in place to protect historic resources and community character. Although no new roadways are proposed and the gates would remain in place under Scenario 1, this scenario would be **consistent** with the General Plan 2025.

Overall, Scenario 1 is consistent with 18 of the 19 applicable Circulation and Community Mobility Element policies; 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.

Contained within the Public Safety Element are policies related to response times. By keeping the gates in place as a traffic control device and not connecting Overlook Parkway, Scenario 1 does allow for the efficient flow of traffic in this area of the City. As detailed in Section 3.11, response time goals may not be met under this scenario. However, mitigation has been identified to modify the gates to alleviate emergency

vehicle delays. In addition, while Scenario 1 does not provide the connection of Overlook Parkway or Proposed C Street, it would not preclude the connection in the future, which could further improve response times in urbanized areas. Therefore, Scenario 1 was found to be **consistent** with City policies in the General Plan related to public safety and response times.

Scenario 1 was found to be consistent with applicable policies in the Land Use and Urban Design, Historic Preservation, and Open Space and Conservation Elements as well. Policies within these elements are focused on the protection of the City's historic landmarks, parkways and landscaping, historic resources, open space areas, and natural features such as arroyos. Because no street improvements would occur under Scenario 1, this scenario would not affect or disturb these resources. Scenario 1 is also **consistent** with policies in the neighborhood plans that protect historic and natural resources.

The General Plan 2025 also includes air quality and noise policies related to environmental justice and the fair distribution of environmental benefits and burdens, specifically as they relate to air quality. The relevant policies are intended to promote alternative transportation options that would reduce vehicle emissions and minimize traffic noise. The secondary effects of the traffic circulation and distribution patterns via air quality and noise emissions are analyzed in this DEIR Sections 3.2 and 3.10, respectively. Based on the analysis, Scenario 1 would not result in air quality or noise impacts, and thus would be **consistent** with air quality and noise policies.

As detailed above in Section 3.9.1.1f, Casa Blanca is a community identified as having negative effects from past land use development and planning practices on the health of the community population. Scenario 1 would not result in the construction of any new roadway or rail infrastructure, nor would it introduce any new land use that would conflict with the existing residential development within Casa Blanca.

With respect to traffic, an analysis conducted for this Project included intersections throughout the Project vicinity, including within the Casa Blanca community. As detailed in Section 3.9.1.1f, Madison Avenue is the primary access route to the SR-91 for the neighborhoods within the western portion of the Project vicinity, and this scenario would not alter or implement any other immediate access routes to the SR-91. The traffic impacts to intersections and links resulting from implementation of this scenario would occur in multiple neighborhoods within the Project vicinity and are not concentrated within any one particular community. Scenario 1 would be consistent with policies AQ-1.1 and AQ-1.2, which are in place to ensure equitable decision making in land use decisions and related to environmental justice, as the potential effects of this scenario will be considered by the City Council.

Air emissions resulting from traffic in Year 2035 (i.e., buildout) were analyzed in this DEIR as detailed in Table 3.2-9a (see Section 3.2 – Air Quality). Carbon monoxide (CO)

is a localized pollutant. Localized high concentrations of CO are a concern at congested intersections, where automobile engines burn fuel less efficiently and their exhaust contains more CO. A CO hot spot analysis was conducted at all study area intersections projected to operate at LOS E or F at buildout, which included Madison Street and SR-91 eastbound ramps (PM LOS E), Madison Street and Indiana Avenue (PM LOS F), Washington Street and Indiana Avenue (PM LOS F), Washington Street and Victoria Avenue (PM LOS F), and Mary Street and Victoria Avenue (AM LOS F). The five intersections modeled one-hour and eight-hour CO concentrations well below the State and national standards. No disproportionate impacts would occur within the Casa Blanca community; and therefore, Scenario 1 would be **consistent** with the General Plan Policies AQ-1.1 and AQ-1.2.

Due to an inconsistency with Policy CCM-2.3 related to arterials, Scenario 1 would result in a conflict with an applicable land use policy that was adopted for the purpose of avoiding or mitigating an environmental effect related to traffic and circulation. Therefore, Scenario 1 would result in a **significant impact** under this threshold (**S1-LU-1)**.

Scenario 2

Scenario 2 involves removal of the gates, but would otherwise not preclude buildout of the City's circulation network; therefore, it would be consistent with Circulation and Community Mobility policies related to implementing the City's planned circulation network, designing and constructing streets to include bikeways and other features to meet City standards, promoting alternative transportation options, and balancing traffic flow. By removing the gates, Scenario 2 would allow for the efficient flow of traffic on Crystal View Terrace and Green Orchard Place. Policy CCM-4.4 reflects project conditions for an approved subdivision, which require a gate at Crystal View Terrace until Overlook Parkway is connected. The policy prohibits the removal of the Crystal View Terrace barrier prior to construction of the Overlook Parkway bridge across the Alessandro Arroyo. To address this policy, Scenario 2 involves a general plan amendment to remove this policy from the General Plan 2025.

However, Scenario 2 would **not be consistent** with Policy CCM-2.3, which requires the City to maintain LOS D or better on arterial streets except in the case of arterials that serve regional freeway traffic. The results of the traffic analysis indicate that impacts would occur on City arterials that serve the freeway interchanges. However, Scenario 2 would also result in an unacceptable level of service on Washington Street between Victoria Avenue and Van Buren Boulevard.

No additional roadways are specifically proposed under Scenario 2 that would directly impact historic resources associated with existing development and along Victoria Avenue. Scenario 2 was found to be **consistent** with policies focused on landmarks, parkways and landscaping, historic resources, open space areas, natural features, and arroyos contained within the Land Use and Urban Design, Historic Preservation, and

Open Space and Conservation Elements as well as the neighborhood plans. With respect to community character, although the gates would be removed to allow through traffic on Green Orchard Place and Crystal View Terrace, this neighborhood contains other traffic calming measures that would preserve and support the existing residential character.

Because Scenario 2 does not involve new construction of roadways but would not prevent connection to improve traffic flow, Scenario 2 would not result in air quality or noise impacts and is **consistent** with air quality and noise policies that promote alternative transportation options, reduce vehicle emissions, and minimize traffic noise.

Similar to Scenario 1, Scenario 2 would not result in the construction of any new roadway or rail infrastructure, nor would it introduce any new land use that would directly conflict with the existing residential development within the Casa Blanca community. With respect to traffic, an analysis conducted for this Project included intersections throughout the PIA, including within the Casa Blanca community. As detailed in Section 3.9.1.1f, Madison Avenue (north of Victoria Avenue) is the primary access route to the SR-91 for the neighborhoods within the western portion of the Project vicinity, and this scenario would not alter or implement any other immediate access routes to the SR-91. The traffic impacts to intersections and links identified within Section 3.11 of this DEIR resulting from implementation of this scenario would occur in multiple neighborhoods within the Project vicinity and are not concentrated within any one particular community.

Air emissions resulting from traffic in Year 2035 (i.e., buildout) were analyzed in this DEIR as detailed in Table 3.2-9b (see Section 3.2 – Air Quality). A CO hot spot analysis conducted at all study area intersections projected to operate at LOS E or F at buildout indicated results well below the State and national standards. No disproportionate impacts would occur within the Casa Blanca community; and therefore, Scenario 2 would be **consistent** with the General Plan Policies AQ-1.1 and AQ-1.2.

Due to an inconsistency with Policy CCM-2.3 related to the flow of traffic on City arterials, Scenario 2 would conflict with an applicable land use policy that was adopted for the purpose of avoiding or mitigating an environmental effect related to traffic and circulation. Therefore, Scenario 2 would result in a **significant impact** under this threshold (**S2-LU-1)**.

Scenario 3

By removing the gates and connecting Overlook Parkway, Scenario 3 is consistent with buildout of the City's circulation network and was found to be consistent with Circulation and Community Mobility policies. The design of Overlook Parkway is consistent with City standards and would provide bikeway connections, and a streetscape consistent with its parkway designation. Policy CCM-4.2, related to the requirement for a specific plan level of analysis for the potential connection routes between Washington Street and SR-91,

has been addressed through the detailed analysis completed for all four scenarios within this Environmental Impact Report (EIR). Because the Proposed C Street would not be constructed under Scenario 3 and in an effort to make the General Plan reflective of this effort, a general plan amendment to remove Policy CCM-4.2 from the General Plan 2025 is included as part of this scenario.

This scenario would, however, 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. Due to impacts on Washington Street between Victoria Avenue and Van Buren Boulevard, and the increase in traffic volumes in this area of the City from buildout, intersections would not operate at an acceptable level.

The bridge and fill crossing for Overlook Parkway have been designed to minimize impacts to the arroyo and compensatory mitigation would ensure that Scenario 3 is **consistent** with policies that protect landmarks, parkways and landscaping, historic resources, open space areas, natural features, and arroyos contained within the Land Use and Urban Design, Historic Preservation, and Open Space and Conservation Elements as well as the neighborhood plans. Mitigation has been identified for any archaeological resources and biological resources that would be affected by the construction of the bridge; therefore, resources have been protected to the extent feasible, consistent with City policy.

Scenario 3 provides enhanced connections, which aid the response times and access routes for emergency vehicles. This scenario would be **consistent** with air quality policies that promote alternative transportation options and reduce vehicle emissions. Noise impacts identified for Scenario 3 would be minimized in some cases; however, the analysis performed by the City identified appropriate measures to reduce noise levels on sensitive receivers to the extent feasible, consistent with City policies.

Scenario 3 would also be consistent with policies AQ-1.1 and AQ-1.2, which are in place to ensure equitable decision making in land use decisions and related to environmental justice, as the potential effects of this scenario will be considered by the City Council. Similar to Scenarios 1 and 2, Scenario 3 would not result in the construction of any new roadway or rail infrastructure, nor would it introduce any new land use that would directly conflict with the existing residential development within the Casa Blanca Community Plan Area. With respect to traffic, analysis conducted for this Project included intersections throughout the Project vicinity, including within the Casa Blanca community. The traffic impacts to intersections and links identified within Section 3.11 of this DEIR resulting from implementation of this scenario would occur in multiple neighborhoods within the Project vicinity and are not concentrated within any one particular community.

Furthermore, air emissions resultant from the buildout traffic was analyzed in this DEIR as detailed in Table 3.2-9c (see Section 3.2 – Air Quality). A CO hot spot analysis conducted at all study area intersections projected to operate at LOS E or F at buildout indicated results well below the State and national standards. No disproportionate impacts would occur within the Casa Blanca community; and therefore, Scenario 3 would be **consistent** with the General Plan 2025 Policies AQ-1.1 and AQ-1.2.

Due to an inconsistency with Policy CCM-2.3 related to the flow of traffic on City arterials, Scenario 3 would conflict with an applicable land use policy that was adopted for the purpose of avoiding or mitigating an environmental effect related to traffic and circulation. Therefore, Scenario 3 would result in a **significant impact** under this threshold (**S3-LU-1)**.

Scenario 4

Of all the scenarios, Scenario 4 proposes the near-term implementation of roadway connection from the Circulation and Community Mobility planned circulation network. Overlook Parkway and Proposed C Street are designed in accordance with City standards for new roadways, including the parkway designation for Overlook Parkway and policies regarding the road width and configuration over the arroyo. Scenario 4 also promotes the intent of both Proposition R and Measure C by providing a new roadway west of Washington Street to facilitate vehicles traveling to the SR-91 that would avoid directing vehicles further into the Greenbelt. Scenario 4 also provides enhanced connections in both the eastern and western portions of the Project vicinity, which would improve response times and access routes for emergency vehicles. 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 not operate at an acceptable level of service.

Policy CCM-4.3 states that LOS D or better should be maintained along Victoria Avenue for intersections related to the Overlook Parkway extension (i.e., Proposed C Street). As detailed above, the Proposed C Street would be constructed from Washington Street to Victoria Avenue as part of this scenario. The Proposed C Street would connect to Victoria Avenue at the existing Madison Street intersection. With the proposed intersection improvements, operations at this intersection are projected to operate at an LOS of E-F and cannot be mitigated to a level below significance. Therefore, this scenario would **not be consistent** with Policy CCM-4.3.

The bridge and fill crossing for Overlook Parkway have been designed to minimize impacts to the arroyo. The Proposed C Street has also been designed to minimize impacts to historic resources where the new roadway connects with Victoria Avenue. Similar to Scenario 3, compensatory mitigation ensures that the City is protecting

landmarks, parkways and landscaping, historic resources, open space areas, natural features, and arroyos contained within the Land Use and Urban Design, Historic Preservation, and Open Space and Conservation Elements as well as the neighborhood plans. Impacts to archaeological, historic, and biological resources affected by construction of new roadways have been minimized to the extent practicable, **consistent** with City policies.

Scenario 4 would be **consistent** with air quality policies that promote alternative transportation options and reduce vehicle emissions. Noise impacts would be minimized to the extent feasible.

Scenario 4 would also be **consistent** with Policies AQ-1.1 and AQ-1.2, which are in place to ensure equitable decision making in land use decisions and related to environmental justice, as the potential effects of this scenario will be considered by the City Council. While Scenario 4 would result in the construction of the Proposed C Street directly to the south, connecting to the existing intersection of Madison Street and Victoria Avenue, this new roadway would not conflict with the existing residential development within Casa Blanca, as the current circulation network already provides for Madison Street to connect with SR-91. Similar to the other three scenarios, the traffic analysis conducted for Scenario 4 included intersections throughout the Project vicinity, including within the Casa Blanca community. The traffic impacts to intersection and links identified within Section 3.11 of this DEIR resulting from implementation of this scenario would occur in multiple neighborhoods within the Project vicinity and are not concentrated within any one particular community.

Furthermore, air emissions resultant from the buildout traffic was analyzed in this DEIR as detailed in Table 3.2-9d (see Section 3.2 – Air Quality). Results of the CO hot spot analysis were well below the State and national standards. No disproportionate impacts would occur within the Casa Blanca community; and therefore, Scenario 3 would be **consistent** with the General Plan Policies AQ-1.1 and AQ-1.2.

Because of the potential inconsistency with Policies CCM-2.3 and CCM-4.3, Scenario 4 would conflict with an applicable land use policy that was adopted for the purpose of avoiding or mitigating an environmental effect related to traffic and circulation. Therefore, Scenario 4 would result in a **significant impact** under this threshold (**S4-LU-1**).

Off-site

The off-site improvements for all four scenarios were analyzed within the General Plan 2025 consistency table (Appendix H of the DEIR). Because the off-site improvements are limited to developed areas and involve signalization and restriping in existing intersections to improve traffic flow, the off-site improvements would be **consistent** with General Plan 2025 policies.

b. Municipal Code

Grading Code

Scenario 1

No street or utility improvements would be constructed under this scenario, and no grading would occur. **No impact** would occur.

Scenario 2

No street or utility improvements would be constructed under this scenario, and no grading would occur. **No impact** would occur.

Scenario 3

The Grading Code (Title 17) states that on any parcel having an average natural slope of 10 percent or greater, containing a significant arroyo, or located within or adjacent to a blue-line stream identified on USGS maps, grading must be confined to the minimum grading necessary, and the ungraded terrain must be left in its natural form on the remainder of the site. Grading for public street crossings must be limited to the minimum necessary for access and emergency access. Scenario 3 limits grading to the minimum amount necessary for the construction of the bridge crossing of the Alessandro Arroyo. Construction activities associated with the bridge over Alessandro Arroyo are not expected to result in an import or export of soil. After construction, areas temporarily impacted would be restored to their natural condition. The analysis of the potential impacts associated with the connection of Overlook Parkway within the Alessandro Arroyo can be found in Section 3.3. However, with respect to the Grading Code requirements related to grading and development within an arroyo or blue-line stream, Scenario 3 has been designed to be **consistent** with these policies.

Grading permits are not required for excavations and embankments performed by a governmental agency for the construction of roadways, pipelines, or utility lines within right-of-ways or easements. Proposed grading done in conjunction with the fill section of Overlook Parkway would be regulated by the Public Works Director. The grading of the fill section would include 2:1 cut slopes on the southerly side and variable slope fills on the northerly side of the new roadway (2:1 max). Retaining walls are proposed only where bridging over Alessandro Arroyo is required; no retaining walls would be necessary in the fill section of the extension of Overlook Parkway. With respect to the grading quantities associated with the fill section of the Overlook Parkway extension, the permanent impact area is approximately 1.6 acres consisting of approximately 6,800 cubic yards of earthwork with approximately 1,000 cubic yards of excess soil material, which would be exported from the site. The roadway connections have been designed to minimize ground disturbance and permanent impacts to the extent feasible.

In addition, typical erosion control and storm water Best Management Practices (BMPs) would be installed during construction. Impacts associated with grading code conflicts under Scenario 3 would be **less than significant**.

Scenario 4

Impacts associated with Scenario 4 would be the same as under Scenario 3 above for the bridge and fill section components of the scenario. These impacts would be **less than significant**.

In addition, under Scenario 4, the Proposed C Street would be extended westerly from Washington Street to Victoria Avenue. The alignment would be located within agricultural land, and no significant natural features, such as ridgelines, hillsides, or arroyos, would be impacted. Grading improvements associated with the westerly extension would be regulated by the Director of Public Works and would be required to comply with the RMC. Impacts associated with grading code conflicts under Scenario 4 would be **less than significant**.

Off-site

The previously mentioned off-site improvements would not conflict with the Grading Code. Improvements such as signalization and adding turn lanes would occur within developed areas and existing intersections. **No impacts** are identified.

Cultural Resources Code (Title 20)

Scenario 1

This scenario would not conflict with the Cultural Resources Code. No historic resources would be altered, demolished, changed, or removed, thus City Council or Historic Resource Board approval would not be needed. **No impacts** would occur.

Scenario 2

This scenario would not conflict with the Cultural Resources Code. No historic resources would be altered, demolished, changed, or removed, thus City Council or Historic Resource Board approval would not be needed. **No impacts** would occur.

Scenario 3

Scenario 3 includes grading in conjunction with both the bridge and fill sections of Overlook Parkway. Title 20 of the RMC requires adherence to the City's Cultural Resources Code, which states that City approval is required before one can alter, demolish, change, or remove a historic resource.

As detailed in Section 3.4, implementation of Scenario 3 would result in impacts to a milling feature within the arroyo. Impacts to cultural resources have been considered and minimized to the extent possible. This site has been recorded using a Department of Parks and Recreation (DPR) primary site form, which was submitted to the Eastern Information Center. Completion of the site form has exhausted the information potential, and no mitigation is recommended prior to construction. The City has procedures and policies to ensure that cultural resources are protected. As detailed in the Cultural Resources Code, City approval would be required prior to implementation of this scenario. Thus, this scenario would not conflict with any of the regulations outlined in the City's Cultural Resources Code, impacts would be **less than significant**.

Scenario 4

Scenario 4 includes grading in conjunction with both the bridge and fill sections of Overlook Parkway. As discussed above, impacts associated with these activities would be less than significant.

Scenario 4 includes construction of the Proposed C Street from Washington Street to Victoria Avenue. Construction of the Proposed C Street would include grading along the proposed alignment (15.3 acres), installation of signals, curbs, and a crosswalk in the median at Victoria Avenue where it intersects with Madison Street, and placing a culvert at the crossing of the Gage Canal. The construction of the Proposed C Street would result in substantial adverse changes to Victoria Avenue and the Gage Canal, both of which are designated historical resources. Because the changes to Gage Canal involve covering only a minimal section and daylighting another section, the canal would retain the integrity of location, setting, and association of the canal, and thus impacts would be less than significant. Mitigation measures (detailed in Section 3.4.4.3) would reduce impacts to Victoria Avenue; however, these impacts would remain significant. As detailed in the Cultural Resources Code, City approval would be required prior to implementation of this scenario. Because this scenario would not conflict with any of the regulations outlined in the City's Cultural Resources Code, impacts would be **less than significant**.

Off-site

As described in Section 3.4.4.3, alterations to Victoria Avenue to accommodate off-site intersection improvements would be significant. As detailed in the Cultural Resources Code, City approval would thus be required prior to implementation of all four scenarios. Because all scenarios require City approval, they comply with the regulations outlined in the City's Cultural Resources Code, and impacts would be **less than significant**.

Dark-Sky Regulations

Scenario 1

No street improvements would be constructed under this scenario, and no new lighting would be employed. **No impact** would occur.

Scenario 2

No street improvements would be constructed under this scenario, and no new lighting would be employed. **No impact** would occur.

Scenario 3

Overlook Parkway would be connected easterly across the Alessandro Arroyo to Alessandro Boulevard, as indicated on the Master Plan of Roadways. Lighting proposed in conjunction with the bridge and the fill crossing would be required to comply with the City's lighting regulations, which include the use of high-pressure sodium lighting for public roadway lighting and full-cutoff optics, if feasible, or partial shielding to minimize spill light into the night sky and onto adjacent properties. Through implementation of these requirements, Scenario 3 would be consistent with the dark sky regulations, and impacts would be **less than significant**.

Scenario 4

Under Scenario 4, Overlook Parkway would be connected easterly across the Alessandro Arroyo to Alessandro Boulevard, and the Proposed C Street would be constructed from Washington Street to Victoria Avenue. Lighting proposed in conjunction with the Overlook connection and the Proposed C Street would be required to comply with the City's lighting regulations, which include use of high-pressure sodium lighting for public roadway lighting and full-cutoff optics, if feasible, or partial shielding to minimize spill light into the night sky and onto adjacent properties. Through implementation of these measures Scenario 4 would be consistent with the dark sky regulations and impacts would be **less than significant**.

Off-site

If new or relocated lighting is needed in order to accommodate off-site intersection improvements, all lighting would be required to comply with the City's lighting regulations. Therefore, off-site improvements would be consistent with the dark sky regulations and impacts would be **less than significant**.

c. Airport Land Use Plans

All Scenarios

As described above, the Project vicinity includes an area within the "airport environs" of both Riverside Municipal Airport and MARB (City of Riverside 2007a), but is located outside of any airport hazard zones for these airports. The Project vicinity is completely outside of the land use area for the Flabob Airport. The Project includes only roadway and infrastructure improvements and does not propose to introduce any new land use within the Project vicinity or tall structures that would affect existing or future air operations associated with the airports within the area. Therefore, for all scenarios, the Project would be consistent with the adopted airport land use plans for all airports. **No impacts** are identified.

Off-site

The off-site improvements would not conflict with the Riverside County Airport Land Use Compatibility Plan for Riverside Municipal and Flabob Airports, as well as the Joint Land Use Study for MARB, for the reasons noted above for all scenarios. No impacts are identified.

3.9.5.2 Significance of Impacts

a. Consistency with the City of Riverside General Plan 2025

Scenarios 1 through 3 would be inconsistent relative to one circulation policy related to traffic flow on City arterials. Each scenario's inconsistency with the Policy CCM-2.3 related to traffic flow on City arterials would result in indirect impacts related to traffic, and would therefore be significant (**S1-LU-1, S2-LU-2,** and **S3-LU-1**). Scenario 4 would also be inconsistent with Policy CCM-2.3 and Policy CCM-4.3 related to traffic flow along Victoria Avenue associated with the construction of the Proposed C Street. These inconsistencies related to traffic flow would be a significant indirect environmental impact (**S4-LU-1**). Although mitigation is identified in Section 3.11 of this DEIR, impacts from all scenarios would be considered significant and unavoidable.

b. Municipal Code

Neither Scenario 1 nor 2 includes new improvements, grading, or other ground-disturbing activity, and would therefore not be in conflict with the City's Grading Code or the City's lighting regulations. No impacts would occur.

Grading associated with the fill section and bridge construction for Scenario 3 and the roadway improvements would be conducted in accordance with the City's Grading Code, lighting regulations, and the Cultural Resources Code. Scenario 4 would include grading

associated with the fill section and bridge construction. Grading also would occur in conjunction with construction of the Proposed C Street. All proposed grading would be conducted in accordance with the City's Grading Code, lighting regulations, and the Cultural Resources Code. Therefore, no environmental impacts related to consistency with these regulations would occur. Off-site improvements, if implemented, would comply with the regulations in the City's Cultural Resources Code; thus, these scenarios would not conflict with any of the regulations, and impacts would be less than significant.

Off-site improvements, if implemented, would require City approval due to the alteration of a historic resource; thus, these scenarios would not conflict with any of the regulations outlined in the City's Cultural Resources Code. Impacts would be less than significant.

c. Airport Land Use Plans

As described above, no inconsistency with an adopted airport land use plan would result from implementation of any of the four proposed scenarios. Therefore, no land use impacts are identified.

Off-site improvements would not result in any conflicts with existing airport land use plans for Riverside Municipal Airport, Flabob Airport or the Joint Land Use Study for MARB. No land use impacts are identified.

3.9.5.3 Mitigation, Monitoring, and Reporting

All scenarios would be inconsistent with Policy CCM-2.3 in the General Plan 2025 related to traffic flow, specifically maintaining a LOS D or better on certain arterial roadways. In addition, Scenario 4 would result in unacceptable LOS operations along Victoria Avenue, which conflicts with Policy CCM-4.3. With implementation of mitigation measures as defined in Section 3.11, traffic along certain arterial roadways under all four scenarios would continue at unacceptable levels of service (e.g., LOS E or F), and would not be reduced to a level less than significant; therefore, all scenarios would result in **significant and unavoidable** impacts to land use.

Off-site improvements necessary to mitigate direct impacts associated with roadway operations (e.g., intersections and segments), including those improvements along Victoria Avenue, were determined to result in significant indirect impacts as detailed in Section 3.4 of the DEIR. No feasible mitigation has been identified for these impacts that would reduce impacts to a level less than significant; therefore, the off-site improvements for all four scenarios result in a **significant and unavoidable** impact.

3.9.5.4 Significance after Mitigation

As stated above, indirect impacts under all four scenarios would result in significant impacts to that cannot be mitigated. Off-site improvements, if implemented, for all four

scenarios result in a conflict with land use policies that cannot be mitigated, which is therefore considered **significant and unavoidable**.

3.9.6 Issue 3: Habitat Conservation Plan

Would the proposed Project conflict with any applicable habitat conservation plan or natural community conservation plan?

3.9.6.1 Impact Analysis

Scenario 1

This scenario would have no impact on biological resources. As such, this scenario would not conflict with the provisions of the MSHCP or Stephens' Kangaroo Rat HCP. **No impact** would occur.

Scenario 2

This scenario would have no impact on biological resources. As such, this scenario would not conflict with the provisions of the MSHCP or Stephens' Kangaroo Rat HCP. **No impact** would occur.

Scenario 3

Scenario 3 would implement all requirements detailed by the MSHCP and the Stephen's Kangaroo Rat HCP, including payment of fees, and would not conflict with any provisions of the MSHCP, as detailed in Section 3.3 of this DEIR. This scenario would not conflict with any approved conservation plan; thus, impacts would be **less than significant**.

Scenario 4

Scenario 4 would implement all requirements detailed by the MSHCP and the Stephen's Kangaroo Rat HCP, including payment of fees, and would not conflict with any provisions of the MSHCP, as detailed in Section 3.3 of this DEIR. This scenario would not conflict with any approved conservation plan; thus, impacts would be **less than significant**.

Off-site

Off-site improvements would be required in developed areas and would not conflict with any applicable habitat conservation plan or natural community conservation plan. **No impacts** are identified.

3.9.6.2 Significance of Impacts

Impacts would be less than significant for all scenarios.

No impacts would result from off-site improvements.

3.9.6.3 Mitigation, Monitoring, and Reporting

No mitigation is required.

3.9.7 Issue 4: Scenic Resources and Vistas

Would the proposed Project:

1. Have a substantial adverse effect on a scenic vista or
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

3.9.7.1 Impact Analysis

Scenario 1

Under Scenario 1, no roadways or capital improvements are proposed. The gates are an existing feature along Crystal View Terrace and Green Orchard Place that would remain in place; therefore, there would be no change in the existing visual environment. Scenario 1 would have **no impact** on a scenic vista or scenic resources within a designated state scenic highway.

Scenario 2

Under Scenario 2, no roadway improvements are proposed. The removal of the gates from Crystal View Terrace and Green Orchard Place would not substantially alter the visual environment of the roadway; therefore, there would be no change in the existing visual environment. Scenario 2 would have **no impact** on a scenic vista or scenic resources within a designated state scenic highway.

Scenario 3

Implementation of Scenario 3 has the potential to result in adverse changes to scenic vista, specifically the Alessandro Arroyo, which is designated under the RMC and serves as a visual resource in this area. Scenario 3 would include the construction of a bridge across the arroyo. As detailed in the City's General Plan 2025: "The connection of the two ends of Overlook Parkway across the Alessandro Arroyo poses an opportunity to

create a beautiful and dramatic new parkway" (City of Riverside 2007b, page LU-11). In the existing condition, Overlook Parkway is not connected, and thus the visual character of the area is fragmented (see Figure 3.9-7). Low-density residential development and Overlook Parkway surrounds the arroyo. The bridge would provide a connection and thus a new viewpoint of the arroyo for vehicles, bicycles, and pedestrians. In addition, the bridge has been designed to minimize impacts to the arroyo.

The arroyo encompasses a large area of more than 50 acres. Total permanent acres from the bridge columns and abutments would be less than two acres. As detailed in Section 2.0, Project Description, the bridge has been designed to minimize the size of the decks over the arroyo by constructing the roadway as two bridges, one for eastbound travel lanes and another for westbound travel lanes, and reducing the size and location of abutments and retaining walls at each end, thereby minimizing the bulk and scale of the improvements and potential impacts to this scenic resource. Overall, this scenario would not have a substantial adverse effect on the Alessandro Arroyo, and impacts would be **less than significant**.

There are no designated state scenic highways or eligible state scenic highways within the City or within proximity of the Project vicinity. **No impacts** to a scenic resource within a designated state scenic highway would occur.

Scenario 4

Under this scenario, the same improvements as proposed under Scenario 3 to Overlook Parkway would occur. As stated above, construction of the bridge over Alessandro Arroyo would provide a new viewpoint and would be completed in such a manner that impacts would be **less than significant**.

Construction of the Proposed C Street, however, would include intersection improvements (signalization, curbs, and movement of the median) at Victoria Avenue where it intersects with Madison Street. These project components are proposed to accommodate the new alignment for the Proposed C Street, improve traffic flow and operations, as well as provide for Americans with Disabilities Act (ADA) accessibility. Victoria Avenue is a parkway lined with many species of trees that has long been recognized as an important local and regional scenic resource. In the existing condition, there are modern elements within the median of the parkway, such as power lines and street lights (see Figure 3.9-10). As detailed in Section 3.4, mitigation (MM-CUL-1) for this scenario requires that traffic lights at this intersection shall be low-profile signals or signals suspended on wires; that new curbs shall be designed as low as possible and constructed of asphalt; and that plants shall be salvaged prior to commencement of construction activities and used for landscaping after construction is finished.

With the implementation of these mitigation measures, traffic signals, curbs, and movement of the median would minimize changes to the scenic elements of Victoria

Avenue, as the improvements would be designed to blend in with the existing visual elements of Victoria Avenue. Furthermore, modern elements such as power lines and street lights and in some cases signalized intersections currently exist throughout Victoria Avenue, thus proposed elements designed in consideration of the historic integrity of Victoria Avenue would not significantly alter existing views. Overall, impacts would be **less than significant**.

Off-site

Off-site improvements (e.g., signalization) would occur to intersections along Victoria Avenue under all four scenarios. As detailed above, Victoria Avenue is a parkway lined with many species of trees that has long been recognized as an important local and regional scenic resource. Mitigation measures for traffic impacts include signals, curbs, and replacement of medians, all of which would adversely affect the character and views associated with this corridor. Mitigation (MM-CUL-1) for off-site improvements is the same as detailed above under Scenario 4. With the implementation of mitigation, off-site improvements would minimize changes to the scenic elements of Victoria Avenue, as the improvements would be designed to blend in with the existing visual elements of Victoria Avenue. Furthermore, modern elements such as power lines and street lights currently exist throughout Victoria Avenue, proposed elements would thus not significantly alter existing views. Overall, impacts would be **less than significant**.

3.9.7.2 Significance of Impacts

Under Scenarios 1 and 2, no roadways or construction activities are proposed. No impacts to scenic vistas and scenic resources would result.

Implementation of Scenario 3 would result in potentially significant impacts to scenic vistas, including the Alessandro Arroyo. However, because the proposed bridges across the Alessandro Arroyo would be constructed in a manner that would comply with the General Plan 2025 policies for a “scenic boulevard,” impacts would be less than significant.

Scenario 4 includes the construction of the Proposed C Street, which would include intersection improvements (signalization, curbs, and movement of the median) at Victoria Avenue where it intersects with Madison Street. Improvements would be designed to blend in with the existing visual elements of Victoria Avenue, which includes modern elements. Impacts would be less than significant.

Off-site improvements would not result in an adverse effect to the scenic integrity of Victoria Avenue. Impacts would be less than significant.

3.9.7.3 Mitigation, Monitoring, and Reporting

No mitigation would be required.

3.9.8 Issue 5: Visual Character/Light and Glare

Would the proposed Project:

1. Substantially degrade the existing visual character or quality of the site and its surroundings?

2. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

3.9.8.1 Impact Analysis

Scenario 1

Under Scenario 1, no roadways or construction activities are proposed; therefore, there would be no change in the existing visual character of the area or new sources of light and glare. Scenario 1 would have **no impact** on visual character or light and glare.

Scenario 2

Under Scenario 2, no roadways or construction activities are proposed. The gates restricting access would be removed at Green Orchard Place and Crystal View Terrace. This would not alter the visual character or quality. Neighborhood roadways were designed and constructed with the intention that through traffic would exist upon completion of Overlook Parkway.

With respect to light and glare, the redistribution of traffic may result in an increase in light in several areas, including roadways near the locations where the gates would be removed. However, similar to the above discussion concerning visual character and quality, the neighborhood roadways that would be affected by the increase in through traffic were designed and constructed with the intention that through traffic would exist. No street lighting is proposed that would result in new sources of light being directed into existing single-family residences.

Therefore, for the reasons detailed above, Scenario 2 would result in a less than significant effect on the existing visual character and quality of the area. The new sources of light and glare would similarly be considered less than significant. Scenario 2 would have **a less than significant impact** on visual character.

Scenario 3

The majority of Overlook Parkway has been constructed within the Project vicinity with the exception of the two segments, proposed to be completed under Scenario 3. Under Scenario 3, the connection of two segments of Overlook Parkway would entail the construction of both a fill crossing and bridge. The proposed improvements under Scenario 3 would represent a continuation of existing Overlook Parkway components. The portions of Overlook Parkway proposed to be connected are each approximately 400–500 feet and represent relatively short portions of the roadway, which stretches from Alessandro Boulevard to Washington Street. These improvements were previously contemplated under the General Plan 2025. The bridge and fill crossing have been designed to be consistent with standards for arterials as well as streetscape requirements for designated parkways.

Consistent with General Plan 2025 policies for scenic arterials and as required for standard roadway design and safety, lighting would also be installed. The addition of street lights in these segments would not create a new substantial source of light and glare, as high-pressure sodium lighting for public roadway lighting and full-cutoff optics would be required pursuant to the City's lighting regulations, limiting the amount of light that could spill onto adjacent properties or into the night sky. In addition, the bridge has been designed to minimize its size over the arroyo and support features within the arroyo. No reflective materials are expected to be used in the construction of the roadway improvements for Scenario 3. Therefore, implementation of Scenario 3 would not result in any significant adverse change to the existing visual character of the area. Therefore, impacts would be **less than significant**.

Scenario 4

Scenario 4 would include the same Project components as Scenario 3 with regard to the easterly extension of Overlook Parkway. Impacts to both the visual character and quality of the area, as well as light and glare associated with the fill crossing and bridge would also be less than significant under this scenario.

Scenario 4 would also construct the Proposed C Street west of Washington Street. The Proposed C Street would consist of 80 feet of curb-to-curb improvements. Consistent with requirements for standard roadway design and safety, lighting would also be installed along the Proposed C Street. The addition of street lights would not create a new substantial source of light and glare, as high-pressure sodium lighting for public roadway lighting and full-cutoff optics would be required pursuant to the City's lighting regulations, limiting the amount of light that could spill onto adjacent properties or into the night sky. No reflective materials are expected to be used in the construction of the roadway improvements.

In addition, the Proposed C Street would be carrying the vehicles (and the lighting which emits from vehicles) that currently use Washington Street between Victoria Avenue and Dufferin Avenue. A portion of Washington Street would be vacated in order to redirect traffic to the Proposed C Street. There is currently traffic through this area. Lighting from vehicles would not be considered substantial. Thus, Scenario 4 would not create a new source of substantial light or glare, and impacts would be **less than significant**.

Off-site

The off-site improvements would occur within developed areas and existing intersections and would not substantially degrade the existing visual character or quality of the site and its surroundings or create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. While improvements to Victoria Avenue have been identified to mitigate direct project impacts, these improvements would not be substantial in nature and would improve and accommodate traffic flow. **Less than significant** impacts are identified for off-site improvements under all four scenarios.

3.9.8.2 Significance of Impacts

No changes to the existing visual character of the area would result from Scenario 1; and therefore, no impacts would occur.

Scenario 2 would result in an increase in through traffic; however, the increase in traffic is not expected to alter the visual character and quality due to the fact that the neighborhood was designed and constructed in a manner that anticipated through traffic. With respect to light and glare, no new street lighting is proposed that would result in an increase in light on existing residences. Impacts are determined to be less than significant.

The components proposed under Scenarios 3 and 4 would represent a continuation of the existing roadway character and would not result in a substantial adverse change to the area's character or introduce substantial new sources of light and glare for the reasons detailed above. Impacts to visual character would be less than significant.

Off-site improvements would not result in a change in the visual character or quality. Impacts were determined to be less than significant.

3.9.8.3 Mitigation, Monitoring, and Reporting

No mitigation is required.

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