

SCOPING REPORT

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

Appendix A-1

On February 9, 2011, the City of Riverside issued the Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) for the Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (Proposed Project). The advertisement for the initial NOP was published in *The Press-Enterprise* in Riverside County, posted on the City's calendar, and distributed to a list of agencies and interested parties on February 9, 2011. In addition, a public scoping meeting was held on March 9, 2011.

The NOP, proof of publication, and distribution list are included within as Appendix A-1. One hundred seventeen letters of public comment or public testimony were received in response to the NOP for the Draft EIR for the Proposed Project. Comments were received from federal, state, and local agencies, and individuals. The comments received are also included in Appendix A-1.

Appendix A-2

On November 2, 2011, the City of Riverside issued an Amended NOP for the EIR for the proposed project. The proposed project remained the same, except the level of analysis for Scenario 4 changed from a Programmatic level of analysis to a Project level of analysis. The advertisement for the amended NOP was published in *The Press-Enterprise* in Riverside County, posted on the City's calendar, and distributed to a list of agencies and interested parties (including all interested parties who commented on the initial NOP).

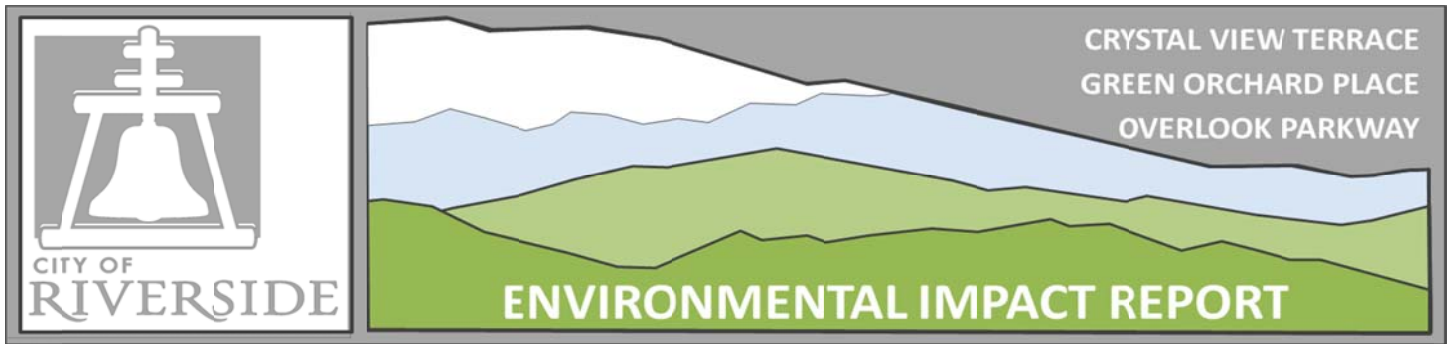
The amended NOP, proof of publication, and distribution list are included within as Appendix A-2. Fifteen letters of public comment were received in response to the amended NOP for the Draft EIR for the Proposed Project. Comments were received from federal, state, and local agencies, and individuals. The comments received are also included in Appendix A-2.

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APPENDIX A-1

Scoping Report for Initial NOP

(March 2011)



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

TO: See attached list

FROM LEAD AGENCY:

City of Riverside
Community Development/Planning
Gus Gonzalez
3900 Main Street
Riverside, CA 92522

DATE: February 9, 2011

SUBJECT: Notice of Preparation of a Draft Environmental Report (EIR) and Scoping Meeting

The City of Riverside will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. The EIR will include a project-level environmental analysis of four project scenarios, with the exception of a portion of Scenario 4 - which will be analyzed only at a programmatic level. The City needs to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our Agency when considering your permit or other approval for the project.

The project description, location and the potential environmental effects are contained in the attached materials. A copy of regional and local vicinity maps and other related plans are attached.

Due to time limits mandated by State law, your response must be sent by ~~March 16, 2011~~ **March 25, 2011**.

Please send your response to Gus Gonzalez, Associate Planner or Doug Darnell, Senior Planner, at the address shown above. We will need the name and contact person in your agency. If you have any questions, please contact Gus Gonzalez at (951) 826-5277/GGonzalez@riversideca.gov or Doug Darnell at (951) 826-5219/DDarnell@riversideca.gov.

PROJECT TITLE: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

PROJECT APPLICANT: City of Riverside

PROJECT DESCRIPTION:

The City of Riverside Planning Division will prepare an EIR that will analyze the impacts of the potential scenarios listed below, including analyzing, among others, traffic circulation patterns, air quality, global warming/greenhouse gases, noise, biological resources, historical/cultural resources, agricultural resources, and paleontological resources. The Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (proposed project) involves the local roadway system in the eastern portion of the City of Riverside and

southeast of Interstate 91 (I-91) (see Figure 1, Regional Location and Figure 2, Project Area on an Aerial Photograph).

The proposed project involves the analysis of all four (4) scenarios as follows:

Scenario 1 - Gates closed to through traffic, no connection of Overlook Parkway: Under Scenario 1, both Crystal View Terrace and Green Orchard Place gates would remain in place and be closed until Overlook Parkway over the Alessandro Arroyo is connected.

Scenario 2 - Gates removed, no connection of Overlook Parkway: Under Scenario 2, the gates at both Crystal View Terrace and Green Orchard Place would be removed, and there would be no connection of Overlook Parkway across the Alessandro Arroyo.

Scenario 3 - Gates removed, Overlook Parkway connected: Under Scenario 3, the gates at Crystal View Terrace and Green Orchard Place would be removed and Overlook Parkway would be connected over the Alessandro Arroyo.

Scenario 4 - Gates removed, Overlook Parkway connected, and Overlook Parkway extended westerly: Under Scenario 4, both Crystal View Terrace and Green Orchard Place gates would be removed and Overlook Parkway would be connected over the Alessandro Arroyo. In addition, Overlook Parkway would be extended west of Washington Street to provide a connection to SR 91. Under Scenario 4, different alignments for the westerly extension would be considered at a program level. If this scenario is chosen, additional CEQA analysis will be completed prior to development.

All four of these scenarios will be analyzed at a project-level in the EIR, with the exception of the potential westerly extension of Overlook Parkway under Scenario 4 – which will be analyzed only at a programmatic level. By addressing all four scenarios in an approximately equal level of detail, decision makers will have sufficient information in the EIR necessary to select with a preferred scenario. The discretionary actions associated with the proposed project include: approval of one of the scenarios described for the proposed project and certification of the EIR. In addition, for Scenario 2 the City would be required to approve an amendment to one or more of the policies in the General Plan 2025.

PROJECT SETTING/ISSUES OF CONCERN:

Crystal View Terrace, Green Orchard Place, and Overlook Parkway are located south of I-91 and west of Interstate 215 in the eastern portion of the City of Riverside. 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. The project area includes an open space area for the Alessandro Arroyo that is west of Sycamore Canyon Wilderness Park. The project area is also located southeast of Victoria Avenue, a historic corridor and scenic parkway. Victoria Avenue is designated on the National Register and as Cultural Heritage Landmark No. 8 for the City.

As the proposed project involves local roadways, additional detail is provided below:

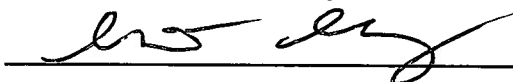
- Overlook Parkway is included as an east-west arterial from Washington Street to Alessandro Boulevard in the General Plan 2025; however, Overlook Parkway is not connected over the Alessandro Arroyo, approximately 500 feet between Crystal View Terrace and Via Vista Drive, and between Via Vista Drive and approximately 500 feet west of Sandtrack Road. The easternmost land connection for Overlook Parkway is planned in conjunction with the construction of an approved subdivision for residential development.
- Overlook Parkway does not extend west past Washington Street; therefore, a direct connection to I-91 does not exist from Overlook Parkway.

- Crystal View Terrace is a local road and Green Orchard Place is a collector road that connects to Overlook Parkway, an arterial road and Kingdom Drive, a collector road, respectively. In connection with the approval of two separate tract maps, gates at Crystal View Terrace and Green Orchard Place were installed to address cut-through traffic until Overlook Parkway was completed 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. The gates were installed as mitigation for two previously approved tract maps but designed to allow emergency vehicle access. The current EIR is being undertaken to determine whether the mitigation measures in the prior CEQA documents for the two tracts are still necessary or can be modified.

As lead agency, the City conducted a preliminary review of the proposed project and decided that a EIR would be required. For the proposed project, issues of concern include potentially significant impacts to Land Use/Neighborhood Character, Traffic/Circulation, Air Quality, Global Warming/Greenhouse Gases, Noise, Biological Resources, Historical/Cultural Resources, Agricultural Resources, and Paleontological Resources. These issues, and others, will be addressed in the forthcoming draft EIR.

SCOPING MEETING: The City of Riverside will hold a formal public Scoping Meeting on the above noted project on March 9, 2011 at 6:30 P.M. in the City Council Chambers, 3900 Main Street, Riverside, CA 92522.

SIGNATURE:



TITLE:

Gus Gonzalez, Associate Planner

TELEPHONE:

(951) 826-5277

DATE:

February 9, 2011

ATTACHMENTS:

1. Figure 1: Regional Location
2. Figure 2: Project Area on an Aerial Photograph
3. Figure 3A-D: Proposed Scenarios
4. Distribution List

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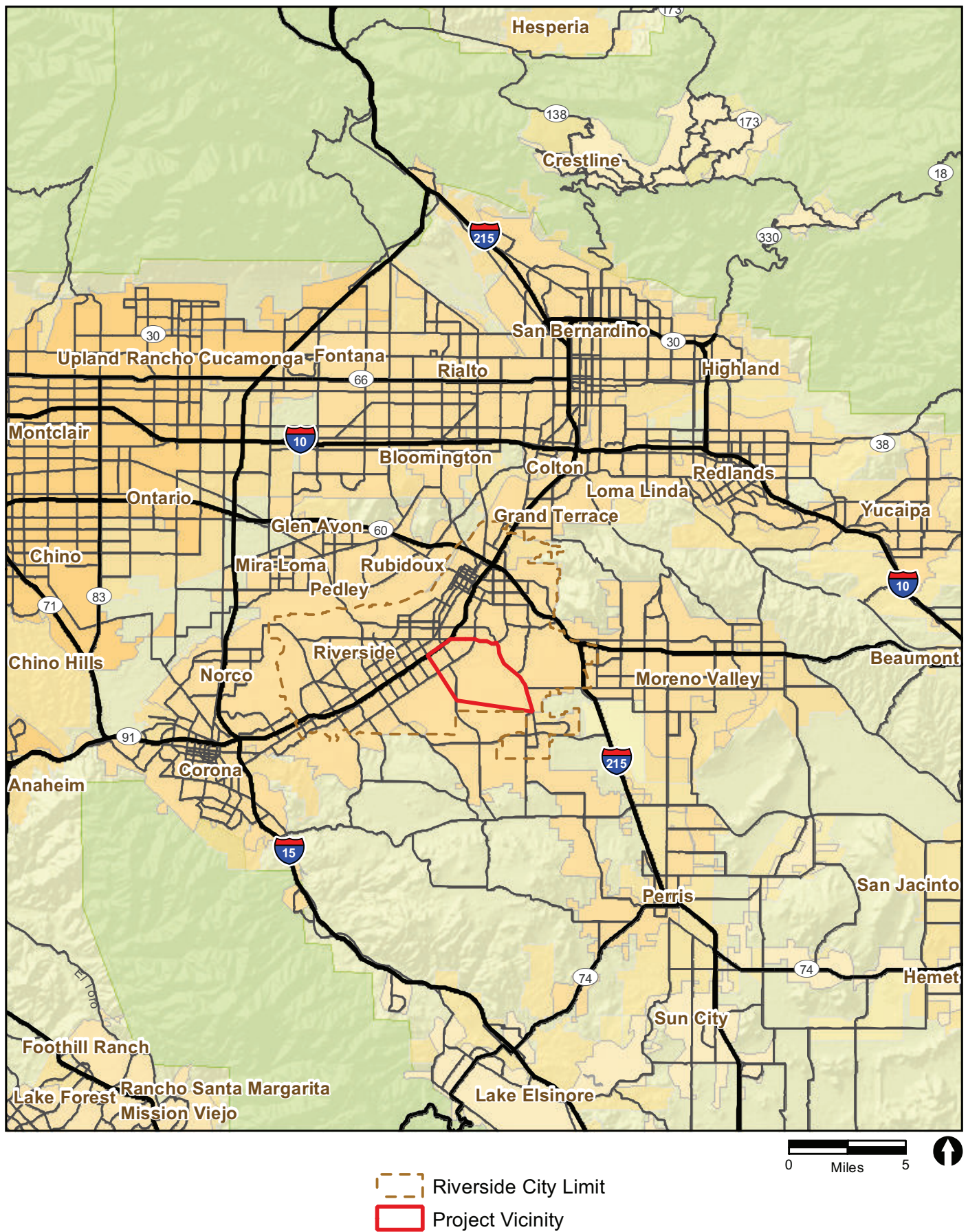
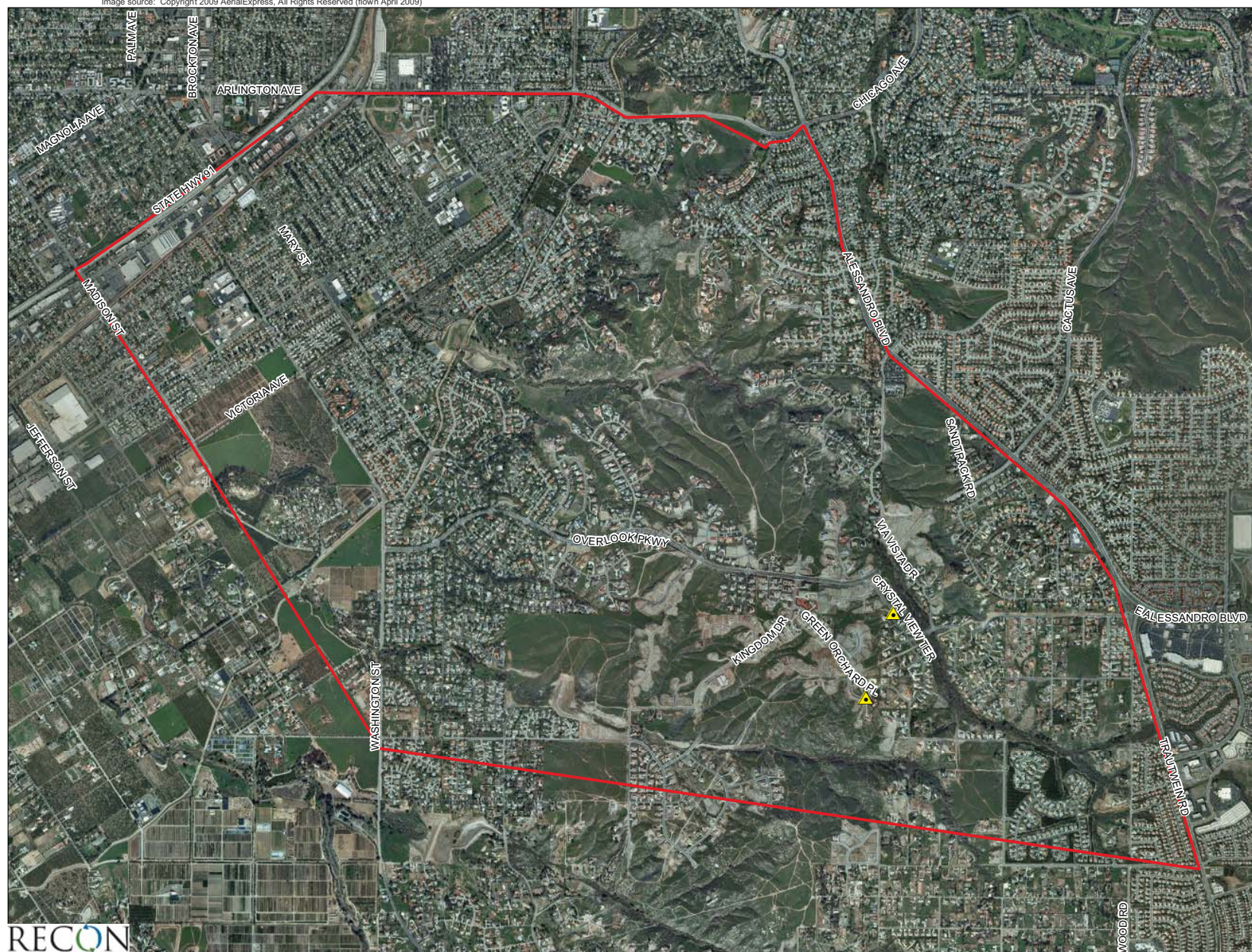


Image source: Copyright 2009 AerialExpress, All Rights Reserved (flown April 2009)



- Project Vicinity
- Gates

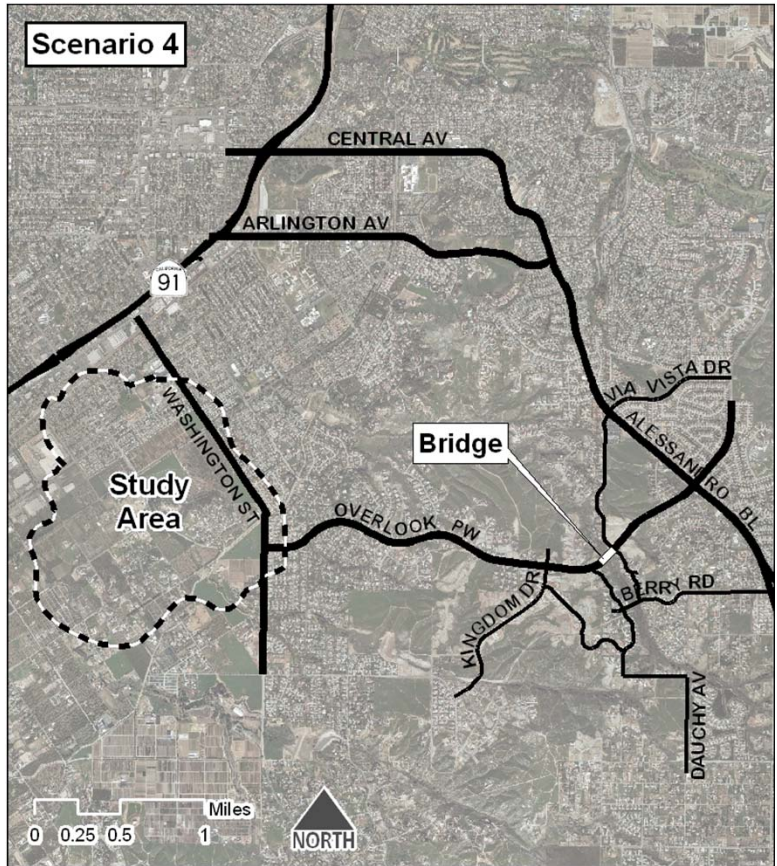
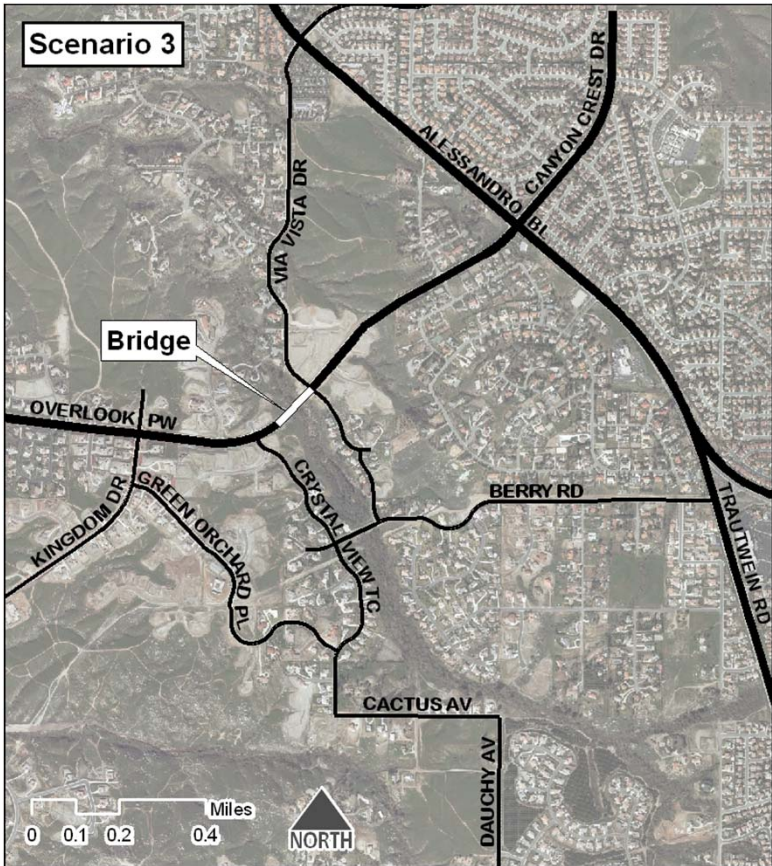
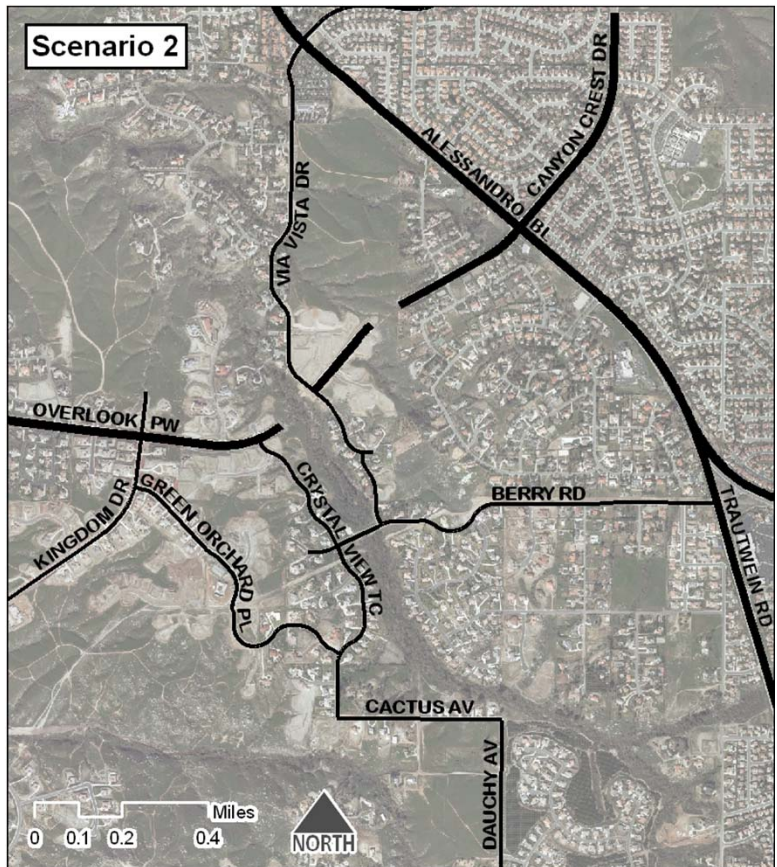
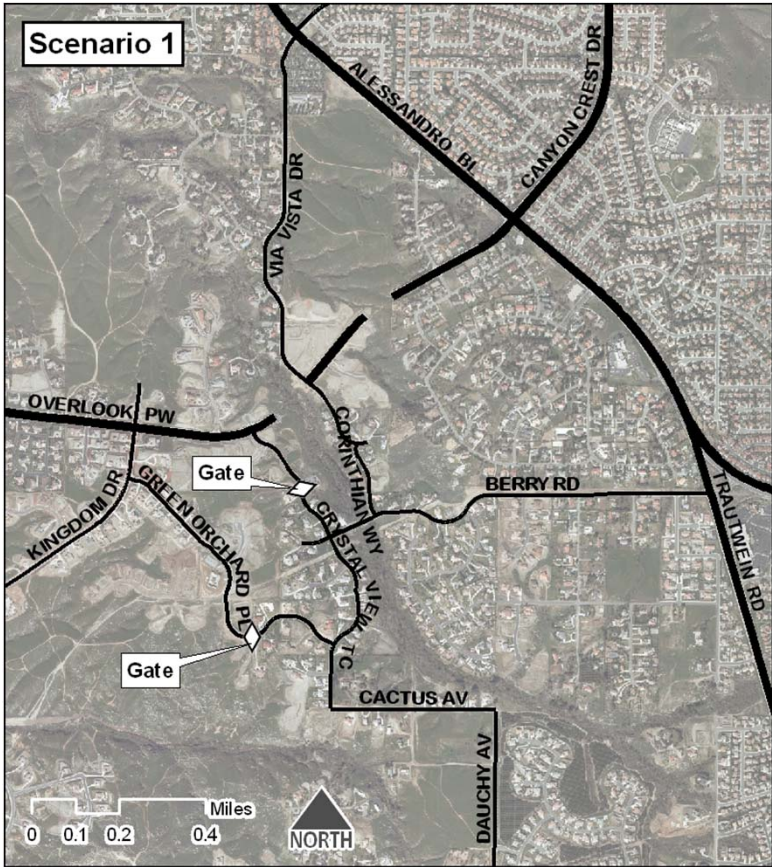
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FIGURE 2
Project Area
on an Aerial Photograph

RECON

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Alessandro Arroyo Stewardship Committee
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San Francisco, CA 94102

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Sacramento, CA 95814

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Michelle Messenger
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Sacramento, CA 94296-0001

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CITATION TO APPEAR

Case No. RJ-101755
SUPERIOR COURT OF THE STATE OF CALIFORNIA
COUNTY OF RIVERSIDE
JUVENILE DIVISION
In re the Matter of:
QUINCY PARKER,
(d/b: 07/13/10)
Minor(s)

TO: THE PEOPLE OF THE STATE OF CALIFORNIA
FATHER, THE FATHER, MICHAEL PARKER, THE FATHER BRUCE WILSON, AND ANYONE CLAIMING TO BE THE FATHER, OF THE ABOVE STATED MINOR(S).

By order of this Court you are hereby cited and required to appear before a Judge of the Superior Court, located at 9991 County Farm Road, Riverside, California, on March 30, 2011 at 8:00 a.m. in Department J-4, to show cause, if any, why the above-named minor should not be declared free from the custody and control of his/her parents, pursuant to a hearing held in accordance with Welfare and Institutions Code Section 366.26. This hearing is for the purpose of terminating your parental rights forever and ordering that the minor be placed for adoption.

Section 366.26(e) (2) provides that: "If you appear without counsel and are unable to afford counsel, the Court shall appoint counsel for you, unless such representation is knowingly and intelligently waived."

TO: THE PEOPLE OF THE STATE OF CALIFORNIA
FATHER, THE FATHER, MICHAEL PARKER, THE FATHER BRUCE WILSON, AND ANYONE CLAIMING TO BE THE FATHER, OF THE ABOVE STATED MINOR(S).

By order of this Court you are hereby cited and required to appear before a Judge of the Superior Court, located at 9991 County Farm Road, Riverside, California, on April 18, 2011, at 8:00 a.m. in Department J-3, to show cause, if any, why the above-named minor should not be declared free from the custody and control of his/her parents, pursuant to a hearing held in accordance with Welfare and Institutions Code Section 366.26. This hearing is for the purpose of terminating your parental rights forever and ordering that the minor be placed for adoption.

Section 366.26(e) (2) provides that: "If you appear without counsel and are unable to afford counsel, the Court shall appoint counsel for you, unless such representation is knowingly and intelligently waived."

Section 366.26(b) (1) provides: "At the hearing, the court, shall do one of the following: (1) Permanently sever your parental rights and order that the child be placed for adoption; (2) Without permanently terminating your parental rights, appoint a legal guardian for the minor and issue letters of guardianship; or (3) Order that the minor be placed in long-term foster care, subject to the regular review of the juvenile court."

Section 366.26(e) (2) provides that: "If you appear without counsel and are unable to afford counsel, the Court shall appoint counsel for you, unless such representation is knowingly and intelligently waived."

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TO: THE PEOPLE OF THE STATE OF CALIFORNIA
FATHER, THE FATHER, MICHAEL PARKER, THE FATHER BRUCE WILSON, AND ANYONE CLAIMING TO BE THE FATHER, OF THE ABOVE STATED MINOR(S).

By order of this Court you are hereby cited and required to appear before a Judge of the Superior Court, located at 9991 County Farm Road, Riverside, California, on April 18, 2011, at 8:00 a.m. in Department J-3, to show cause, if any, why the above-named minor should not be declared free from the custody and control of his/her parents, pursuant to a hearing held in accordance with Welfare and Institutions Code Section 366.26. This hearing is for the purpose of terminating your parental rights forever and ordering that the minor be placed for adoption.

Section 366.26(e) (2) provides that: "If you appear without counsel and are unable to afford counsel, the Court shall appoint counsel for you, unless such representation is knowingly and intelligently waived."

Section 366.26(b) (1) provides: "At the hearing, the court, shall do one of the following: (1) Permanently sever your parental rights and order that the child be placed for adoption; (2) Without permanently terminating your parental rights, appoint a legal guardian for the minor and issue letters of guardianship; or (3) Order that the minor be placed in long-term foster care, subject to the regular review of the juvenile court."

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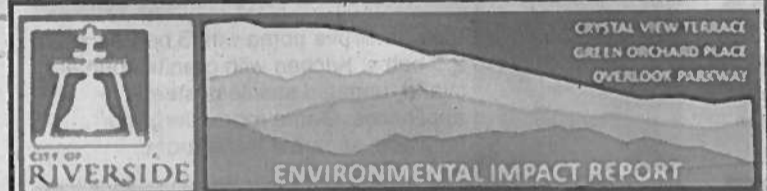
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NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT (EIR) CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT (P11-0050) FOR THE CITY OF RIVERSIDE, CALIFORNIA (SCH NO. PENDING)

TO: See attached list FROM LEAD AGENCY: City of Riverside
Community Development/Planning
Gus Gonzalez
3900 Main Street
Riverside, CA 92522

DATE: February 9, 2011
SUBJECT: Notice of Preparation of a Draft Environmental Report (EIR) and Scoping Meeting
The City of Riverside will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the projects identified below. The City needs to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed projects. Your agency will need to use the EIR prepared by our Agency when considering your permit or other approval for the project.

The project description, location and the potential environmental effects are contained in the attached materials. A copy of regional and local vicinity maps and other related plans are attached.
Due to time limits mandated by State law, your response must be sent by March 16, 2011.
Please send your response to Gus Gonzalez, Associate Planner or Doug Darnell, Senior Planner, at the address shown above. We will need the name and contact person in your agency. If you have any questions, please contact Gus Gonzalez at (951) 826-5277/GGonzalez@riversideca.gov or Doug Darnell at (951) 826-5219/DDarnell@riversideca.gov.

PROJECT TITLE: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project
PROJECT APPLICANT: City of Riverside
PROJECT DESCRIPTION:

The City of Riverside Planning Division will prepare an EIR that will analyze the impacts of the potential scenarios listed below, including analyzing, among others, traffic circulation patterns, air quality, global warming/greenhouse gases, noise, biological resources, historical/cultural resources, agricultural resources, and paleontological resources. The Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (proposed project) involves the local roadway system in the eastern portion of the City of Riverside and southeast of Interstate 91 (I-91) (See Figure 1, Regional Location and Figure 2, Project Area on an Aerial Photograph).

The proposed project involves the analysis of all four (4) scenarios as follows:

- Scenario 1 - Gates closed to through traffic, no connection of Overlook Parkway: Under Scenario 1, both Crystal View Terrace and Green Orchard Place gates would remain in place and be closed until Overlook Parkway over the Alessandro Arroyo is connected.
- Scenario 2 - Gates removed, no connection of Overlook Parkway: Under Scenario 2, the gates at both Crystal View Terrace and Green Orchard Place would be removed, and there would be no connection of Overlook Parkway across the Alessandro Arroyo.
- Scenario 3 - Gates removed, Overlook Parkway connected: Under Scenario 3, the gates at Crystal View Terrace and Green Orchard Place would be removed and Overlook Parkway would be connected over the Alessandro Arroyo.
- Scenario 4 - Gates removed, Overlook Parkway connected, and Overlook Parkway extended westerly: Under Scenario 4, both Crystal View Terrace and Green Orchard Place gates would be removed and Overlook Parkway would be connected over the Alessandro Arroyo. In addition, Overlook Parkway would be extended west of Washington Street to provide a connection to SR 91. Under Scenario 4, different alignments for the westerly extension would be considered at a program level.

By addressing four scenarios in an equal level of detail, decision makers will have sufficient information in the EIR necessary to proceed with a preferred scenario. The discretionary actions associated with the proposed project include: approval of one of the scenarios described for the proposed project and certification of the EIR. In addition, for Scenario 2 the City would be required to approve an amendment to one or more of the policies in the General Plan 2025.

PROJECT SETTING/ISSUES OF CONCERN:

Crystal View Terrace, Green Orchard Place, and Overlook Parkway are located south of I-91 and west of Interstate 215 in the eastern portion of the City of Riverside. 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. The project area includes an open space area for the Alessandro Arroyo that is west of Sycamore Canyon Wilderness Park. The project area is also located southeast of Victoria Avenue, a historic corridor and scenic parkway. Victoria Avenue is designated on the National Register and as Cultural Heritage Landmark No. 8 for the City.

As the proposed project involves local roadways, additional detail is provided below:

- Overlook Parkway is included as an east-west arterial from Washington Street to Alessandro Boulevard in the General Plan 2025; however, Overlook Parkway is not connected over the Alessandro Arroyo, approximately 500 feet between Crystal View Terrace and Via Vista Drive, and between Via Vista Drive and approximately 500 feet west of Sandtrack Road. The easternmost land connection for Overlook Parkway is planned in conjunction with the construction of an approved subdivision for residential development.
- Overlook Parkway does not extend west past Washington Street; therefore, a direct connection to I-91 does not exist from Overlook Parkway.
- Crystal View Terrace is a local road and Green Orchard Place is a collector road that connect to Overlook Parkway, an arterial road and Kingdon Drive, a collector road, respectively. In connection with the approval of two separate tract maps, gates at Crystal View Terrace and Green Orchard Place were installed to address cut-through traffic until Overlook Parkway was completed 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 Kingdon Drive. The gates were installed as mitigation for the two approved tract maps, but designed to allow emergency vehicle access.

As lead agency, the City conducted a preliminary review of the proposed project and decided that an EIR would be required. For the proposed project, issues of concern include potentially significant impacts to Land Use/Neighborhood Character, Traffic/Circulation, Air Quality, Global Warming/Greenhouse Gases, Noise, Biological Resources, Historical/Cultural Resources, Agricultural Resources, and Paleontological Resources. These issues will be addressed in the forthcoming draft EIR.

SCOPING MEETING: The City of Riverside will hold a formal public Scoping Meeting on the above noted project on March 9, 2011 at 6:30 P.M. in the City Council Chambers, 3900 Main Street, Riverside, CA 92522.

NOTICE OF INTENT TO ISSUE PERMITS TO CONSTRUCT

OPERATE PURSUANT TO RULE 212

This notice is to inform you that the South Coast Air Quality Management District (AQMD) has received ten applications for Permits to Construct and Operate to modify an existing air pollution control system and mixer, and to operate a mixer, three storage silos, three baghouses, and resin storage tank at a location in your neighborhood. The AQMD is the air pollution control agency for

CITY OF CORONA

OFFICE OF THE CITY CLERK

NOTICE OF PUBLIC HEARING

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of the City of Corona, California, will conduct a public hearing in the Council Chamber, at City Hall, 400 South Victoria Avenue, in said City of Corona, on Wednesday, March 16, 2011, at 6:30 p.m., or soon thereafter, to consider the adoption of the draft 2010-2014 Analysis of Impediments to Fair Housing Choice. A copy of the draft 2010-2014 Analysis of Impediments to Fair Housing Choice will be available for public review during normal business hours (7:30 A.M. to 5:30 P.M. Monday through Thursday), starting Monday, February 14, 2011 at the City's Redevelopment Department and City Clerk's Office, located at 400 South Victoria Avenue, Corona. The documents can also be reviewed at the Corona Public Library, Reference Desk, located at 650 South Main Street, Corona or online at www.coronacdbg-home.com.

The public is invited to attend the public hearing and to comment on the 2010-2014 Analysis of Impediments to Fair Housing Choice. Due to time constraints and the number of persons wishing to give oral testimony, each speaker will be limited to three minutes at the public hearing. You may wish to make your comments in writing and submit them to the City Clerk for inclusion into the public record. Please note that City Hall is closed every Friday. If you challenge any portion of these plans or any proposed projects in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered at, or prior to the public hearing. Any person unable to attend the public hearing may submit written comments to the City Clerk, 400 S. Victoria Avenue, Corona, CA 92882. If you have questions regarding this notice, please contact Clint Whitfield, CDBG Program Consultant at (951) 736-5175.

It is the objective of the City of Corona to comply with Section 504 of the Rehabilitation Act of 1973, as amended, the Americans with Disabilities Act (ADA) of 1990 and the ADA Amendment Act of 2008, the Fair Housing Act, and the Architectural Barriers Act in all respects. If you require public documents in an accessible format, the City will make reasonable efforts to accommodate your request. If you require a disability-related accommodation to attend or participate in a hearing or meeting, including auxiliary aids, or translation services are required for persons who do not speak English, please contact the Redevelopment Department of the City of Corona no later than March 10, 2011. Requests received after this date may not be accommodated.

Jan Bates, City Clerk

Published: February 12, 2011

NOTICE OF PUBLIC COMMENT PERIOD

City of Riverside

Neighborhood Stabilization Program 3

Grant Application

Notice is hereby given for a citizen participation period to consider the City of Riverside's grant application to the U.S. Department of Housing and Urban Development (HUD) to complete for the third round of Neighborhood Stabilization Program (NSP 3) funding.

On July 21, 2010, Congress passed the Dodd-Frank Wall Street Reform and Consumer Protection Act (HR 4173). Approximately \$1 billion in funding for NSP 3 was appropriated. On October 19, 2010, HUD issued a Notice of Formula Allocation and Program Requirements for NSP 3 funds.

On or about February 16, 2011, the City of Riverside will submit its grant application to HUD in the amount of \$3,202,152 in NSP 3 funds. Primary use of the funds will be to acquire and rehabilitate vacant and foreclosed residential properties which will subsequently be made available for sale or rent to income-eligible households. The target areas within the City of Riverside by Census Tract are:

0301.00, 0304.00, 0305.01, 0305.02, 0305.03, 0314.01, 0314.02, 0315.01, 0410.01, 0410.02, 0412.02, and 0412.03.

All persons interested in providing input or comment may do so at the addresses listed below. The public comment period is from February 1, 2011 to February 15, 2011.

To view the draft grant application, please visit the City's website at www.riversideca.gov/housing and select the link titled "Neighborhood Stabilization Program 3 Draft Application". Please submit any comments in writing to the City of Riverside Development Department Housing & Neighborhoods Division, 3900 Main Street, 2nd Floor, Riverside, CA 92502. Attention: Shonda Hamid. For ad-

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CITY OF CORONA



JERRY BROWN
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



Notice of Preparation

February 14, 2011



To: Reviewing Agencies

Re: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project
SCH# 2011021028

Attached for your review and comment is the Notice of Preparation (NOP) for the Crystal View Terrace/Green Orchard Place/Overlook Parkway Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.


Please direct your comments to:

Gustavo Gonzalez
City of Riverside
3900 Main Street, 3rd Floor
Riverside, CA 92522

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,


Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2011021028
Project Title Crystal View Terrace/Green Orchard Place/Overlook Parkway Project
Lead Agency Riverside, City of

Type NOP Notice of Preparation

Description The Crystal View Terrace/Green Orchard Place/Overlook Parkway Project involves the local roadway system in the eastern portion of the City of Riverside and southeast of Interstate 91. The proposed project involves the analysis of all four scenarios as follows:

Scenario 1 - Gates closed to through traffic, no connection of Overlook Parkway:
Under Scenario 1, both Crystal View Terrace and Green Orchard Place gates would remain in place and be closed until Overlook Parkway over the Alessandro Arroyo is connected.

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**Document Details Report
State Clearinghouse Data Base**

Lead Agency Contact

Name Gustavo Gonzalez
Agency City of Riverside
Phone 951 826-5277 **Fax**
email
Address 3900 Main Street, 3rd Floor

City Riverside **State** CA **Zip** 92522

Project Location

County Riverside
City Riverside
Region
Cross Streets Crystal View Terrace/Green Orchard Place/Overlook Parkway/Kingdom Dr/Victoria/Washington
Lat / Long 33° 55' 59.6922" N / 117° 22' 5.9412" W
Parcel No. Roadways
Township 3S **Range** 5W **Section** S2 **Base** San Bern

Proximity to:

Highways SR 91
Airports Riverside Municipal, March Air R
Railways Union Pacific/Atchison, Topeka &
Waterways Riverside Canal/Gage Canal
Schools many
Land Use Roadways/N/A/N/A Surrounded by RC-Residential Conservation, R-1-1 1/2 Acre, R-1-10500 Zoning and Open Space Natural Resources/Hillside Residential/Low Density Residential General Plan

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Noise; Soil Erosion/Compaction/Grading; Traffic/Circulation; Water Quality; Wetland/Riparian; Wildlife; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 6; Native American Heritage Commission; Public Utilities Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 8

Date Received 02/14/2011 **Start of Review** 02/14/2011 **End of Review** 03/15/2011

NOP Distribution List

County:

Riverside

SCH#

8011021020

Resources Agency

- ☒ Resources Agency
Nadell Gayou
- ☐ Dept. of Boating & Waterways
Mike Sotelo
- ☐ California Coastal Commission
Elizabeth A. Fuchs
- ☐ Colorado River Board
Gerald R. Zimmerman
- ☐ Dept. of Conservation
Jonathan Martis
- ☐ California Energy Commission
Eric Knight
- ☐ Cal Fire
Allen Robertson
- ☐ Central Valley Flood Protection Board
James Herota
- ☒ Office of Historic Preservation
Ron Parsons
- ☒ Dept of Parks & Recreation
Environmental Stewardship Section
- ☐ California Department of Resources, Recycling & Recovery
Sue O'Leary
- ☐ S.F. Bay Conservation & Dev't. Comm.
Steve McAdam
- ☒ Dept. of Water Resources
Resources Agency
Nadell Gayou

Conservancy

Fish and Game

- ☐ Depart. of Fish & Game
Scott Flint
Environmental Services Division
- ☐ Fish & Game Region 1
Donald Koch

- ☐ Fish & Game Region 1E
Laurie Harnsberger
- ☐ Fish & Game Region 2
Jeff Drongesen
- ☐ Fish & Game Region 3
Charles Armor
- ☐ Fish & Game Region 4
Julie Vance
- ☐ Fish & Game Region 5
Don Chadwick
Habitat Conservation Program
- ☒ Fish & Game Region 6
Gabrina Gatchel
Habitat Conservation Program
- ☐ Fish & Game Region 6 I/M
Brad Henderson
Inyo/Mono, Habitat Conservation Program
- ☐ Dept. of Fish & Game M
George Isaac
Marine Region

Other Departments

- ☐ Food & Agriculture
Steve Shaffer
Dept. of Food and Agriculture
- ☐ Depart. of General Services
Public School Construction
- ☐ Dept. of General Services
Anna Garbeff
Environmental Services Section
- ☐ Dept. of Public Health
Bridgette Binning
Dept. of Health/Drinking Water

Independent Commissions, Boards

- ☐ Delta Protection Commission
Linda Flack
- ☐ Cal EMA (Emergency Management Agency)
Dennis Castrillo
- ☐ Governor's Office of Planning & Research
State Clearinghouse

- ☒ Native American Heritage Comm.
Debbie Treadway
- ☒ Public Utilities Commission
Leo Wong
- ☐ Santa Monica Bay Restoration
Guangyu Wang
- ☐ State Lands Commission
Marina Brand
- ☐ Tahoe Regional Planning Agency (TRPA)
Cherry Jacques

Business, Trans & Housing

- ☒ Caltrans - Division of Aeronautics
Sandy Hesnard
- ☐ Caltrans - Planning
Terri Pencovic
- ☒ California Highway Patrol
Scott Loetscher
Office of Special Projects
- ☐ Housing & Community Development
CEQA Coordinator
Housing Policy Division

Dept. of Transportation

- ☐ Caltrans, District 1
Rex Jackman
- ☐ Caltrans, District 2
Marcelino Gonzalez
- ☐ Caltrans, District 3
Bruce de Terra
- ☐ Caltrans, District 4
Lisa Carboni
- ☐ Caltrans, District 5
David Murray
- ☐ Caltrans, District 6
Michael Navarro
- ☐ Caltrans, District 7
Elmer Alvarez

- ☒ Caltrans, District 8
Dan Kopulsky
- ☐ Caltrans, District 9
Gayle Rosander
- ☐ Caltrans, District 10
Tom Dumas
- ☐ Caltrans, District 11
Jacob Armstrong
- ☐ Caltrans, District 12
Chris Herre

Cal EPA

Air Resources Board

- ☐ Airport Projects
Jim Lerner
- ☒ Transportation Projects
Lucille Ommering
- ☐ Industrial Projects
Mike Tollstrup

- ☐ State Water Resources Control Board
Regional Programs Unit
Division of Financial Assistance

- ☐ State Water Resources Control Board
Student intern, 401 Water Quality Certification Unit
Division of Water Quality

- ☐ State Water Resources Control Board
Steven Herrera
Division of Water Rights

- ☐ Dept. of Toxic Substances Control
CEQA Tracking Center

- ☐ Department of Pesticide Regulation
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- ☐ RWQCB 1
Cathleen Hudson
North Coast Region (1)
- ☐ RWQCB 2
Environmental Document Coordinator
San Francisco Bay Region (2)
- ☐ RWQCB 3
Central Coast Region (3)
- ☐ RWQCB 4
Teresa Rodgers
Los Angeles Region (4)
- ☐ RWQCB 5S
Central Valley Region (5)
- ☐ RWQCB 5F
Central Valley Region (5)
Fresno Branch Office
- ☐ RWQCB 5R
Central Valley Region (5)
Redding Branch Office
- ☐ RWQCB 6
Lahontan Region (6)
- ☐ RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
- ☐ RWQCB 7
Colorado River Basin Region (7)
- ☒ RWQCB 8
Santa Ana Region (8)
- ☐ RWQCB 9
San Diego Region (9)

☐ Other _____

Last Updated 02/11/2010



JERRY BROWN
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



Memorandum

Date: March 1, 2011
To: All Reviewing Agencies
From: Scott Morgan, Director
Re: SCH # 2011021028
Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

Pursuant to the attached letter, the Lead Agency has extended the review period for the above referenced project to March 25, 2011 to accommodate the review process. All other project information remains the same.

cc: Gustavo Gonzalez
City of Riverside
3900 Main Street, 3rd Floor
Riverside, CA 92522



NOP Distribution List

Resources Agency

- ☒ Resources Agency
Nadell Gayou
- ☐ Dept. of Boating & Waterways
Mike Sotelo
- ☐ California Coastal Commission
Elizabeth A. Fuchs
- ☐ Colorado River Board
Gerald R. Zimmerman
- ☐ Dept. of Conservation
Jonathan Martis
- ☐ California Energy Commission
Eric Knight
- ☐ Cal Fire
Allen Robertson
- ☐ Central Valley Flood Protection Board
James Herota
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Ron Parsons
- ☒ Dept of Parks & Recreation
Environmental Stewardship Section
- ☐ California Department of Resources, Recycling & Recovery
Sue O'Leary
- ☐ S.F. Bay Conservation & Dev't. Comm.
Steve McAdam
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Debbie Treadway
- ☒ Public Utilities Commission
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- ☐ Santa Monica Bay Restoration
Guangyu Wang
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- ☐ Caltrans, District 11
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Cal EPA

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- ☐ Dept. of Toxic Substances Control
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CEQA Coordinator

SCH#

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Fresno Branch Office
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- ☐ RWQCB 6
Lahontan Region (6)
- ☐ RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
- ☐ RWQCB 7
Colorado River Basin Region (7)
- ☒ RWQCB 8
Santa Ana Region (8)
- ☐ RWQCB 9
San Diego Region (9)

☐ Other _____

Last Updated 02/11/2010

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

PLANNING

464 WEST 4th STREET, 6th Floor MS 725

SAN BERNARDINO, CA 92401-1400

PHONE (909) 383-4557

FAX (909) 383-6890

TTY (909) 383-6300

*Flex your power!
Be energy efficient!*

February 16, 2011

Gus Gonzalez
Associate Planner
3900 Main Street
Riverside, CA 92522

Notice of Preparation of a Draft Environmental Report (EIR) for the Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (P11-0050). Riv-91-PM 16.67/17.89

Dear Mr. Gonzalez,

We have completed our review for the above noted Notice of Preparation (NOP). This project is located south of State Route 91 (SR-91) and west of Interstate 215 (I-215) and generally encompassed by Madison Street, Arlington Avenue, Alessandro Boulevard, and Trautwein Road within the City of Riverside. The proposed project involves the analysis for all four scenarios as follows:

Scenario 1 – Gates closed to through traffic, no connection of Overlook Parkway.

Scenario 2 – Gates removed, no connection of Overlook Parkway.

Scenario 3 – Gates removed, Overlook Parkway connected.

Scenario 4 – Gates removed, Overlook Parkway connected, and Overlook Parkway extended westerly.

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

Our primary concern are the traffic impacts and Right-of-Way (R/W) infringements to the SHS. As such, we recommend the following to be provided in the next submittal of EIR:

Traffic Study

- A traffic impact study is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should Caltrans' *Guide for the Preparation of Traffic Impact Studies (TIS)* which is located at the following website: <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf> Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide.
- The data used in the TIS should not be more than 2 years old.
- The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.
- Traffic Analysis Scenarios should clearly be exhibited as exiting, existing + project, existing + project + cumulative, and existing + project + cumulative + ambient growth.
- Caltrans endeavors that any direct and cumulative impacts to the State highway system be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.
- The LOS for operating State highway facilities is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D". For undeveloped or not densely developed locations, the goal may be to achieve LOS "C".
- Clearly indicate LOS with and without improvements.
- It is recommended that the Synchro Analysis includes all intersections from the Project site to the proposed study areas. A PHF of 0.92 in urban areas is recommended to be used in the Synchro Analysis.
- All freeway entrance and exit ramps where a proposed project will add a significant number of peak-hour trips that may cause any traffic queues to exceed storage capacities should be analyzed. If ramp metering is to occur, a ramp queue analysis for all nearby Caltrans metered on-ramps is required to identify the delay to motorists using the on-ramps and the storage

necessary to accommodate the queuing. The effects of ramp metering should be analyzed in the traffic study. For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

- Queuing Analysis ramp termini intersections within the study area if ramps are affected by the proposed project.
- A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacities. A focused analysis may also be necessary if there is an increased risk of a potential traffic accident.
- Mitigation measures to State facilities should be included in the traffic impact analysis. Mitigation identified in the traffic study, subsequent environmental documents, and mitigation monitoring reports, should be coordinated with Caltrans to identify and implement the appropriate mitigation. This includes the actual implementation and collection of any "fair share" monies, as well as the appropriate timing of the mitigation. Mitigation improvements should be compatible with Caltrans concepts.
- The lead agency should monitor impacts to insure that roadway segments and intersections remain at an acceptable Level of Service (LOS). Should the LOS reach unacceptable levels, the lead agency should delay the issuance of building permits for any project until the appropriate impact mitigation is implemented.
- Mitigation conditioned as part of a local agency's development approval for improvements to State facilities can be implemented either through a Cooperative Agreement between Caltrans and the lead agency, or by the project proponent entering into an agreement directly with Caltrans for the mitigation. When that occurs, Caltrans will negotiate and execute a Traffic Mitigation Agreement.
- Proposed improvements should be exhibited in preliminary drawings that indicate the LOS with improvements.
- Submit a hard copy of all Traffic Impact Analysis documents and an electronic Synchro Analysis file.

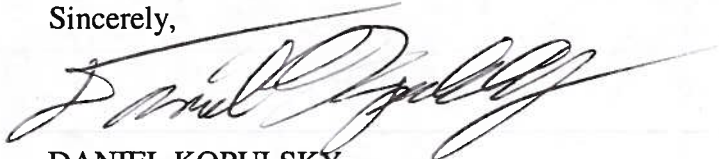
Permit Requirements:

1. Issuance of a Caltrans Encroachment Permit will be required prior to any construction within State right-of-way. In addition, all work undertaken shall be in compliance to all current design standards, applicable policies, and construction practices.
2. Any proposed alterations to existing improvements within State right-of-way may only be performed upon issuance of a valid encroachment permit and must conform to current Caltrans design standards and construction practices.
3. Review and approval of street, grading and drainage construction plans will be necessary prior to permit issuance. Information regarding permit application and submittal requirements may be obtained by contacting:

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

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

Sincerely,



DANIEL KOPULSKY
Office Chief
Community Planning/IGR-CEQA



PALA BAND OF MISSION INDIANS

Tribal Historic Preservation Office

35008 Pala Temecula Rd. PMB 445

Pala, CA 92059

Ph: (760) 891-3591
Fax: (760) 742-4543



February 22, 2011

Diane Jenkins
City of Riverside- Planning division
3900 Main Street
Riverside, Ca 92522

Re: GPA to the circulation and community mobility element about crystal view terrace/
green orchard place/ overlook parkway project

Dear Ms. Jenkins,

The Pala Band of Mission Indians Tribal Historic Preservation Office has received your notification of the project referenced above. This letter constitutes our response on behalf of Robert Smith, Tribal Chairman.

We have consulted our maps and determined that the project as described is not within the boundaries of the recognized Pala Indian Reservation. The project is also beyond the boundaries of the territory that the tribe considers its Traditional Use Area (TUA). Therefore, we have no objection to the continuation of project activities as currently planned and we defer to the wishes of Tribes in closer proximity to the project area.

We appreciate involvement with your initiative and look forward to working with you on future efforts. If you have questions or need additional information, please do not hesitate to contact me by telephone at 760-891-3515 or by e-mail at sgaughen@palatribe.com.

Sincerely,

Shasta C. Gaughen, MA
Tribal Historic Preservation Officer
Pala Band of Mission Indians

ATTENTION: THE PALA TRIBAL HISTORIC PRESERVATION OFFICE IS RESPONSIBLE FOR ALL REQUESTS FOR CONSULTATION. PLEASE ADDRESS CORRESPONDENCE TO **SHASTA C. GAUGHEN** AT THE ABOVE ADDRESS. IT IS NOT NECESSARY TO ALSO SEND NOTICES TO PALA TRIBAL CHAIRMAN ROBERT SMITH.



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND

FEB 25 2011

MEMORANDUM FOR CITY OF RIVERSIDE

**ATTN: GUS GONZALEZ, PROJECT PLANNER
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
3900 MAIN STREET
RIVERSIDE CA 92522**

**FROM: 452 Mission Support Group/Civil Engineers
Base Operating Support
610 Meyer Drive, Bldg. 2403
March ARB CA 92518-2166**



**SUBJECT: Crystal View Terrace / Green Orchard Place / Overlook Parkway Project Draft
Environmental Report**

1. The March Air Reserve Base (MARB) review of the proposal for a Draft Environmental Report to analyze the impacts of the potential scenarios located in the eastern portion of the City of Riverside and Southeast of Interstate 91, as presented in the application, is provided with this memorandum.
2. This development is consistent with compatible land use and MARB mission operations at the proposed location. The site does not occupy any area impacted by current mission aircraft noise, flight paths, or any zones related to localized aircraft incident statistics.
3. Thank you for the opportunity to review and comment on this proposed development. If you have any further questions, please contact Mr. Jack Porter, Jr. at (951) 655-2115.

Pamela M. Hann
PAMELA M. HANN
BASE CIVIL ENGINEER



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

Gus Gonzalez
City of Riverside
Community Development/Planning
3900 Main Street
Riverside, CA 92522



February 25, 2011

Notice of Preparation of a CEQA Document for the Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the

Cleaning the air that we breathe...

recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,



Ian MacMillan

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

IM
RVC110211-04
Control Number

From: Jenkins, Diane [DIJENKINS@riversideca.gov]
Sent: Tuesday, March 01, 2011 2:00 PM
To: Lisa Lind; Lee Sherwood
Subject: FW: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

Here is another NAHC SB18 response.

Thanks

Di

Diane Jenkins, AICP § Principal Planner

City of Riverside § Community Development Department § Planning Division

3900 Main Street, Third Floor § Riverside, CA 92522

) (951) 826-5625 § 7 (951) 826-5981

DiJenkins@riversideca.gov

P please consider the ENVIRONMENT before printing this email

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

From: Steven Estrada [mailto:steven_t_estrada@yahoo.com]
Sent: Tuesday, March 01, 2011 1:57 PM
To: Jenkins, Diane
Cc: Joseph Ontiveros
Subject: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

Hello Diane,

The Santa Rosa Band of Cahuilla Indians would first like to thank you for your consultation efforts in regards to the said project. At this time the Santa Rosa Band has no specific concerns in regards to the project, however, there is the possibility for unknown cultural resources to be discovered. With this said, the Santa Rosa Band of Cahuilla Indians will defer further consultation to the Soboba Band of Luiseno Indians and their Cultural Resources Department. You can contact Mr. Joseph Ontiveros if you have any further questions.

Thank you,
Steven

Steven Estrada
Santa Rosa Band of Cahuilla Indians
PO Box 609
Hemet, CA 92546
951.658.5311

From: Jenkins, Diane [DIJENKINS@riversideca.gov]

Sent: Wednesday, March 02, 2011 4:34 PM

To: Barber, Scott; Boyd, Tom; Combs, Jenna; Darnell, Doug; Foster, Siobhan; Gary Hamrick; Gettis, Erin; Gonzalez, Gustavo; Gutierrez, Ken; Janet Harvey; Lee Sherwood; Libring, Steve; Lisa Lind; Ouellette, Michelle; Smith, Kristi

Cc: lfigueroa@rickengineering.com; roneill@rickengineering.com

Subject: FW: Draft EIR Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (P11-0050) for the City of Riverside - RPU Comments

Hello,

Here is a NOP response from the Electric Division of RPU. I am also forwarding to Rick Engineering for the Bridge Design.

Thanks

Di

Diane Jenkins, AICP § Principal Planner

City of Riverside ▪ Community Development Department ▪ Planning Division

3900 Main Street, Third Floor ▪ Riverside, CA 92522

☎ (951) 826-5625 ▪ 📠 (951) 826-5981

DiJenkins@riversideca.gov

 please consider the ENVIRONMENT before printing this email

From: Gonzalez, Gustavo

Sent: Wednesday, March 02, 2011 4:25 PM

To: Jenkins, Diane

Cc: Darnell, Doug

Subject: FW: Draft EIR Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (P11-0050) for the City of Riverside - RPU Comments

See comments below from PU. I will add it to our agency comments folder.

Gus

Description: Signature



Please consider the ENVIRONMENT before printing this email 

From: McAllister, Gerald

Sent: Wednesday, March 02, 2011 4:12 PM

To: Gonzalez, Gustavo; Darnell, Doug

Cc: Hanson, George R.; McAllister, Gerald

Subject: Draft EIR Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (P11-0050) for the City of Riverside - RPU Comments

Good afternoon Gus and Doug,

I have completed my review of the Draft EIR for the Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (P11-0050) for the City of Riverside and here are my comments:

- 1) RPU Planning Engineering has no objections to the four (4) scenarios presented to improve the local roadway system in the eastern portion of the City of Riverside.
- 2) RPU Planning Engineering would prefer the Overlook Parkway to be extended to improve our electrical distribution system per our Master Plan.
- 3) If Scenario three (3) or four (4) is the superior chosen option, RPU shall need an adequate conduit system and spacing across the bridge per our typical conduit bridge layout detail attached above. This work scope shall be coordinated closely with RPU Planning Engineering.

End of comments. GEM 03/02/11

If you have any questions, we can review and discuss at your leisure.

Thank you, Gerald

Gerald McAllister, P.E.

Principal Engineer

City of Riverside - Public Utilities

(951) 826-5496



RPU Energy Delivery – System Planning, Protection and Telecommunication

From: Hanson, George R.

Sent: Wednesday, March 02, 2011 10:09 AM

To: McAllister, Gerald

Subject: FW: Telephone Message

Make sure our comments on the DEIR provide the additional detail.

From: Badgett, Steve

Sent: Wednesday, March 02, 2011 9:57 AM

To: Hanson, George R.
Subject: FW: Telephone Message

My answer is yes we want conduit in the bridge but they will want more detail.

Stephen H. Badgett, Deputy General Manager
Riverside Public Utilities
951.826.5504



From: Gehrman, Gayle
Sent: Wednesday, March 02, 2011 9:54 AM
To: Badgett, Steve
Subject: Telephone Message

TELEPHONE MESSAGE

Caller: Luis Figuerora

Phone #: 782-0707

Message: Tom Boyd asked Luis to call you. Luis is working on the EIR - Overlook bridge crossing between Magnon Court & Via Vista Drive. He needs to know if there is electric crossing thru the bridge.

Time: 9:50 am

☒ Telephoned

☐ Came to See You

☐ Will Call Again

☐ Wants to See You

☐ Urgent

☒ Please Call

☐ Returned Your Call

Message taken by:

Gayle S. Gehrman

Administrative Assistant
City of Riverside Public Utilities
3901 Orange Street
Riverside, CA 92501
951/826-5392 Direct

951/826-2450 Fax
ggehrmann@riversideca.gov





AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



March 8, 2011

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County Administrative Center
4080 Lemon St., 14th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

Gus Gonzalez, Associate Planner
City of Riverside Community Development – Planning Division
3900 Main Street, Third Floor
Riverside CA 92522

RE: Notice of Preparation of a Draft Environmental Impact Report – Crystal View
Terrace/Green Orchard Place/Overlook Parkway Project (P11-0050)

Dear Mr. Gonzalez:

Thank you for providing the Riverside County Airport Land Use Commission (ALUC) with a copy of the Notice of Preparation for this project.

The project area is located within Area III of the March Air Reserve Base Airport Influence Area. However, the proposed project does not appear to include the construction of any structures or to constitute a legislative action. Additionally, the City of Riverside General Plan has been deemed consistent with all adopted Airport Land Use Compatibility Plans affecting its jurisdiction. Therefore, provided that the proposed project does not require a general plan amendment or other legislative action, ALUC review of City Case No. P11-0050 will not be required.

Pursuant to Section 21676(b) of the State of California Public Utilities Code, "Prior to the amendment of a general plan...the local agency shall first refer the proposed action to the [Airport Land Use] commission." If the project involves a General Plan Amendment, such Amendment shall be submitted to the Airport Land Use Commission for review. Application forms and fee schedules are available online at www.rcaluc.org, click Forms.

We would recommend inclusion of the following measures, as may be applicable, to mitigate potential impacts on March Air Reserve Base operations in the Environmental Impact Report.

1. The following uses shall be prohibited:

- (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
- (d) Any use which would generate electrical interference that may be detrimental to

AIRPORT LAND USE COMMISSION

March 8, 2011

the operation of aircraft and/or aircraft instrumentation.

2. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.

As the project does not include development of structures or establishment of new land uses on private lands, aviation easements and airport disclosures are not applicable to this project. However, if new construction is proposed within 20,000 feet of the runway(s) at elevations exceeding 1,535 feet above sea level, we would recommend that the EIR include an evaluation as to whether Part 77 of the Federal Aviation Regulations would require notification to the Federal Aviation Administration through the Form 7460-1 process.

Thank you for the opportunity to provide comments. If you have any questions, please contact John Guerin, ALUC Principal Planner, at (951) 955-0982, or at jguerin@rctlma.org.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

cc: Dan Fairbanks, March Joint Powers Authority
Doug Darnell, Senior Planner, City of Riverside ✓

Y:\ALUC\March\CrystalOrchardOverlookNOP Resp – ltr to Riverside.doc



COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY
Transportation Department



Juan C. Perez, P.E., T.E.
Director of Transportation

March 9, 2011

City of Riverside
Community Development/Planning
Attn: Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522

Dear Mr. Gonzalez:

Thank you for sending the Riverside County Transportation Department the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (P11-0050) in the City of Riverside.

The Riverside County Transportation Department (RCTD) requests that the traffic study for the proposed development address potential impacts and mitigation measures on any Riverside County roadways in the area included in the Riverside County General Plan. In addition, the traffic study should include and evaluate all potential impacts on Van Buren Boulevard with all scenarios. Also include intersections where the proposed project would add 50 or more peak hourly trips should be analyzed. Necessary improvements to mitigate project impacts should be identified, and responsibility for the needed improvements should be designated. The Riverside County Traffic Study Guidelines should be followed for analysis of facilities within Riverside County.

Thank you again for the opportunity to review the NOP. We look forward to receiving the Draft EIR and the traffic analysis for the development.

Sincerely,

Farah Khorashadi
Engineering Division Manager

KT:FK:rg

Riverside Land Conservancy



SERVING SOUTHERN CALIFORNIA

21 March 2011

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Mary Lou Morales
Robert A. Nelson
Thomas Scott
Dan Silver
Norton Younglove

Re: Notice of Preparation of DEIR for Crystal View Terrace / Green Orchard Place / Overlook Parkway Project

Dear Mr. Gonzalez:

Riverside Land Conservancy (RLC) holds and manages about 16 acres of conservation land along the Alessandro Arroyo and RLC is currently evaluating additional lands for conservation along the arroyo. The proposed Crystal View Terrace / Green Orchard Place / Overlook Parkway Project could affect RLC's conservation lands.

RLC has been working on conservation of Alessandro Arroyo since the early 1990s, our conservation accomplishments include:

- Accepted a conservation easement in 1992 and now manage 4.1-acre conservation area for TM 24082-1. The property is located about 300 feet downstream of the existing Berry Road crossing of the arroyo.
- Prepared land stewardship plan for Alessandro Arroyo watershed in 1993
- Applied for, received, and implemented urban stream restoration grant from State of California Department of Water Resources, 1993-1994
- Accepted fee title ownership in 1998 and now manage 11.7-acre conservation parcel for TM 25219-1. The property is located about 200 feet upstream of the existing Berry Road
- Led guided walks in arroyo
- Worked with local groups on arroyo restoration
- Currently evaluating about 25 acres for conservation as part of TM 29628 and TM 32270, the property is in the immediate area of the proposed Overlook Bridge

For the evaluation of the proposed Crystal View Terrace / Green Orchard Place / Overlook Parkway Project, RLC recommends the following:

1. Expand the scope of the proposed project to include, as an alternative, the removal of the existing Berry Road crossing of Alessandro Arroyo.
2. Conduct a delineation of jurisdictional waters and wetlands in accordance with Sections 401 and 404 of the federal Clean Water Act and Sections 1600-1606 of California Fish and Game Code. Analyze the effects of the proposed project on these resources.

STAFF

Gail Egenes
Executive Director
Jack Easton
Biologist/ Lands Manager
Julie Yezzo
Administrative Assistant

Pete Dangermond
Consultant

The Riverside Land Conservancy is dedicated to the preservation of open space by seeking to identify, protect, and manage habitats of rare and endangered species, natural lands, and other sensitive sites throughout the Inland Southern California Region.

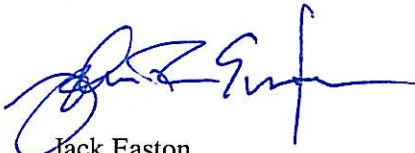
Riverside Land Conservancy
4075 Mission Inn Ave.
Riverside, CA 92501
(951) 788-0670
Fax (951) 788-0679
jyezzo@riversidelandconservancy.org
www.riversidelandconservancy.org

Non-Profit Organization
Section 501 (c) (3)

3. Conduct focused surveys for sensitive species that may be present in the arroyo. Analyze the effects of the proposed project on these resources.
4. Evaluate the habitat linkage and wildlife corridor functions of the Alessandro Arroyo. Analyze the effects of the proposed project on these resources.
5. Evaluate the hydrologic conditions of Alessandro Arroyo including the effects of the existing Berry Road crossing on scour of the arroyo bed. Analyze the effects of the proposed project on the hydrology of the arroyo.
6. Evaluate the potential effects of the project on the "Secondary Trail" along Alessandro Arroyo as is shown in the City's 2025 General Plan.

RLC appreciates the opportunity to comment on the Notice of Preparation for the DEIR for the proposed Crystal View Terrace / Green Orchard Place / Overlook Parkway Project. We are available, at your convenience, for discussion of the above matters or other issues relating to land conservation within the Alessandro Arroyo.

Sincerely,
RIVERSIDE LAND CONSERVANCY

A handwritten signature in blue ink, appearing to read "Jack Easton", with a stylized flourish extending to the right.

Jack Easton
Biologist/Lands Manager



California Regional Water Quality Control Board

Santa Ana Region



Linda S. Adams
Acting Secretary for
Environmental Protection

3737 Main Street, Suite 500, Riverside, California 92501-3348
Phone (951) 782-4130 • FAX (951) 781-6288
www.waterboards.ca.gov/santaana

Edmund G. Brown, Jr.
Governor

March 25, 2011

Gustavo Gonzalez
City of Riverside
Dept. of Community Development/Planning
3900 Main Street, 3rd Floor
Riverside, CA 92522

**REVISED NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT,
CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT,
ALESSANDRO ARROYO - CITY OF RIVERSIDE, SCH# 2011021028**

Dear Mr. Gonzalez:

Staff of the Regional Water Quality Control Board, Santa Ana Region (Regional Board) have reviewed the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for the above-referenced Project, in the City of Riverside (City). The Project is the impact analysis of four scenarios that would either not connect (Scenarios 1 and 2), or connect (Scenarios 3 and 4), Overlook Parkway to Canyon Crest Drive across Alessandro Arroyo (Arroyo), a major natural drainage. Scenarios 3 and 4 only infer a "bridge," with no specific details at this time.

We believe that the DEIR should incorporate the following comments in order for the Project to best protect water quality standards (water quality objectives and beneficial uses) contained in the Water Quality Control Plan for the Santa Ana River Basin (Region 8 Basin Plan, 1995, as amended:

- Site studies, such as a biological assessments or delineations to determine USACOE jurisdiction, may find surface water features on the site, such as springs, isolated drainage segments, or depressional wetlands, that are outside of federal jurisdiction. These surface water features are nevertheless waters of the State. The DEIR should identify and analyze these features accordingly, indicate if they are to be avoided or impacted, and if they are to be impacted, to provide for minimizing impacts to their water quality standards and for mitigating proposed impacts. A project that impacts water quality standards may be subject to individual waste discharge requirements from the Regional Board that ensure impacts are appropriately mitigated.
- The DEIR should identify and analyze areas throughout the construction zones for each scenario where waters of the state may be impacted by project activities, not just areas within the arroyos described in the City's Grading Ordinance (Riverside Ordinance No. 6453). Our May 13, 2005 letter to the City, attached (and the maps that accompanied the letter), requested that the City use its authority to control land use activity along arroyo tributaries and other areas adjacent to arroyos that support beneficial uses recognized by the Basin Plan, and not limit its arroyo-related grading restrictions to only principle arroyos.
- The DEIR should reflect that maximum protection of water quality standards would likely occur with Scenarios 1 or 2, which avoid the Arroyo and therefore constitute environmentally superior alternatives.

California Environmental Protection Agency

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- If bridge scenarios are selected, the project should be premised on avoiding placement of any permanent structures or fill in the Arroyo. Discharge of fill to, or placement of structures in, the Arroyo will affect the its beneficial, and can and must be avoided. Among other beneficial uses, this would protect the Arroyo's wildlife habitat beneficial use. Because of the unusual combination of environmental functions and services that the Arroyo provides, appropriate and comprehensive mitigation for impacts to it will be quite difficult to accomplish.
- Temporary and permanent discharges impacts to the Arroyo, and other "waters of the United States," fall within the jurisdiction of the United States Army Corps of Engineers (USACOE), requiring their issuance of a Clean Water Act (CWA) Section 404 permit. If so, the City (or other applicant) must obtain the prerequisite CWA Section 401 Water Quality Standards Certification (Certification) from the Regional Board that construction and operation of the Project will not adversely affect water quality standards. Such impacts must be mitigated to receive a Certification and the DEIR should identify likely mitigation concepts. Information concerning Certification can be found at http://www.waterboards.ca.gov/santaana/water_issues/programs/401_certification/index.shtml
- The DEIR should consider utility crossings' impacts on the arroyos, emphasizing that crossings should be made in a manner that avoids or minimizes disturbance of the Arroyo's stream bed and banks.
- The DEIR should discuss construction and post-construction water quality standards protection best management practices (BMPs) and BMP strategies that are likely to be used by projects in the areas studied by the DEIR. Of particular interest are BMPs to protect the water quality standards of the Arroyo and how use of these BMPs will prevent erosion, hydromodification, and other potential impacts to water quality.

If you have any questions, please contact Glenn Robertson at (951) 782-3259, grobertson@waterboards.ca.gov, or me at (951) 782-3234, or madelson@waterboards.ca.gov

Sincerely,



Mark G. Adelson, Chief
Regional Planning Programs Section

Attachment – May 13, 2005 Letter to City of Riverside

Cc w/attach: State Clearinghouse
U.S. Army Corps of Engineers, Los Angeles – Jason Lambert
California Department of Fish and Game, Ontario – Anna Milloy

X:Groberts on Magnolia/Data/CEQA/CEQA Responses/ NOP-DEIR–City of Riverside-Crystal View
Terr-Green Orchard Pkwy-Overlook Pkwy.doc



California Regional Water Quality Control Board

Santa Ana Region



Alan C. Lloyd, Ph.D.
Agency Secretary

3737 Main Street, Suite 500, Riverside, California 92501-3348
Phone (951) 782-4130 – FAX (951) 781-6288 – TTY (951) 782-3221
<http://www.waterboards.ca.gov/santaana>

Arnold Schwarzenegger
Governor

May 13, 2005

Craig Aaron, Principal Planner
City of Riverside Planning and Building Department
3900 Main Street, 3rd Floor
Riverside, CA 92522

REQUEST FOR AN INCORPORATED ITEM IN THE CITY OF RIVERSIDE GENERAL PLAN 2025 UPDATE

Dear Mr. Aaron:

Following our March 29, 2005 meeting with you and other City of Riverside planning staff, photographic maps of arroyos within City boundaries (maps) were copied for our use, along with a copy of City of Riverside Ordinance No. 6453, Riverside Municipal Code Title 17, Grading (Grading Ordinance). The maps reflect Exhibits A-F of Grading Ordinance Section 17.08.011 (2003 amendment). We have reviewed these documents, and request that the following be incorporated into the Riverside General Plan 2025 Update (GP Update):

We request that a map be added to the GP Update, similar to Figure OS-3 of the General Plan Open Space and Conservation Element, with the delineations within arroyos and other drainages that we have marked (with orange) on the enclosed maps. These delineations represent areas within drainage courses where we believe that water quality standards (water-quality objectives and beneficial uses¹) of waters of the State, and possibly waters of the U.S., would be impacted or lost by any projects involving dredge and fill activities. The indicated delineations are outside of, and therefore augment, the areas already delineated and protected by the Grading Ordinance. First and foremost, projects in the areas of these drainages delineated by both the Grading Ordinance and Regional Board staff must avoid direct or cumulative impacts to water quality standards. Where such avoidance is not possible, then impacts to water quality standards (in particular, loss of beneficial uses) must be suitably mitigated pursuant to Clean Water Act (CWA) Sections 404 and 401. For project sites containing drainages, early consultation with U.S. Army Corps of Engineers and Regional Board staff is strongly encouraged, so that any water quality regulatory requirements, such as Section 404 permits and Section 401 water quality certifications, can be properly considered prior to making final California Environmental Quality Act (CEQA) determinations. We request that text in one or more elements and sections of the GP Update, including the text discussing the map and water quality standards delineations proposed, reflect the discussion above.

¹ Beneficial uses for surface waters (and groundwater basins) are established and defined in the Water Quality Control Plan for the Santa Ana River Basin (Basin Plan). The beneficial uses most applicable to the City of Riverside's arroyos and their tributaries are Groundwater Recharge (GWR), Contact Recreation (REC1), Non-Contact Water Recreation (REC2), Warm Freshwater Habitat (WARM), Limited Warm Freshwater Habitat (LWRM), Preservation of Biological Habitats of Special Significance (BIOL), Wildlife Habitat (WILD), and Rare, Threatened, or Endangered Species (RARE) habitat. In particular, state waters supporting REC2 are defined as recreational activities, including aesthetic enjoyment, in proximity to water but where ingestion of water is not reasonably possible. The WILD beneficial use applies to waters that support wildlife habitats, including the preservation and enhancement of vegetation and prey species. WARM waters support warm water ecosystems that may include, but are not limited to, preservation and enhancement of aquatic habitats, vegetation, fish, and wildlife, including invertebrates.

California Environmental Protection Agency



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We believe that the Grading Ordinance and several GP Update objectives substantially protect water quality beneficial uses for the Springbrook, Tequesquite, Alessandro, Prenda, Woodcrest, and Mockingbird Canyon Arroyos, in conformance with the Basin Plan. The provisions of the Grading Ordinance also apply to U.S. Geological Survey-identified blue-line streams, other significant arroyos, and lands in the RC-Residential Conservation Zone. We understand that the Grading Ordinance provides for very minimal construction disturbance in, and in most cases avoidance of, arroyos with average natural slopes of 10% or greater. However, we note that arroyo areas and tributaries with less than 10% average natural slope are not covered by the Grading Ordinance and are therefore more vulnerable to beneficial use impacts that may be caused by land use decisions. Development that affects these areas should also be subject to ordinance provisions that protect applicable beneficial uses. Following recent field confirmation by Regional Board staff, we have marked for consideration for protection those flatter drainages that appear to currently support the WILD, WARM, REC2, and perhaps GWR water quality beneficial uses. Our delineations also include segments of drainages that Regional Board staff believes have potential for restoration of impaired beneficial uses. Notably, in eastern Riverside we consider the converging arroyos between Via Vista Drive and Century Avenue worthy of protection, as well as numerous drainages associated with the Alessandro and Prenda Arroyos in the Overlook Parkway area; the distal end of the Woodcrest Arroyo; and the drainage that flows westerly across the U.C. Riverside Citrus Experimental Station, Ottawa Avenue, and a park toward Martin Luther King Boulevard. We intend to similarly inform staff of the Riverside County Planning Department about adjacent or continuing drainages outside City limits.

While we recognize that the arroyo protection features of the Grading Ordinance tend to focus on the eastern and southern parts of the city, our review of the orthophotos provided by City staff included scrutiny of areas throughout the city where WILD, WARM, and REC2 beneficial uses appear to exist. Again, ordinance provisions that protect applicable beneficial uses should be extended to recognized drainages outside of the arroyos delineated in the Grading Ordinance. For example, development in the entire drainage tributary to Fairmount Park, and the drainage exiting the Park to the Santa Ana River, should be subject to these protective provisions, as should the drainages tributary to the Santa Ana River, respectively, at the end of Tequesquite Avenue and parallel to Van Buren Boulevard. Similarly, in eastern Riverside, the large network of well-vegetated drainages in the open space between Alessandro Boulevard and Central Avenue should have beneficial uses protected by the Ordinance.

We hope this information will be useful to City staff as they consider future projects, and that it can be incorporated into the General Plan. During the March 29 meeting, City staff suggested that it would be useful to discuss these maps at a subsequent meeting. We concur, and look forward to reviewing and going over the maps with you and/or your staff at a convenient time.

If you have any questions, please contact me at (951) 782-3234, or Glenn Robertson of my staff at (951) 782-3259.

Sincerely,



Mark G. Adelson, Chief
Regional Planning Programs Section

Enclosure: All Arroyo Maps (hand delivered to Patricia of Mr. Aaron's staff)

cc: Patti Nahill, City of Riverside Planning Department

Q: Planning/Groberts/Letters/401- City of Riverside Maps- 401 Response Letter-MGA-Final

California Environmental Protection Agency



Recycled Paper

From: e lim [mailto:etan1328@gmail.com]
Sent: Thursday, February 17, 2011 10:29 AM
To: Gonzalez, Gustavo
Subject: we want the gate close

We want the gate close. The traffic noise and pollution is killing us. We bought our dream home in this estate is to live away from the traffic and the air pollution, to live near nature and enjoy the peaceful environment, Since the City took over everything changes. We are very disappointed.

Eileen Tan
14042 Crystal View Terrace
Riverside, CA 92508

From: Jenkins, Diane [DIJENKINS@riversideca.gov]

Sent: Tuesday, March 01, 2011 3:48 PM

To: Barber, Scott; Boyd, Tom; Combs, Jenna; Darnell, Doug; Foster, Siobhan; Gary Hamrick; Gettis, Erin; Gonzalez, Gustavo; Gutierrez, Ken; Janet Harvey; Lee Sherwood; Libring, Steve; Lisa Lind; Ouellette, Michelle; Smith, Kristi

Subject: FW: EIR re Crystal View Terrace, Green Orchard Place & Overlook Parkway

[Below is a public comment on the NOP.](#)

Thanks

Di

Diane Jenkins, AICP § Principal Planner

City of Riverside ▪ Community Development Department ▪ Planning Division

3900 Main Street, Third Floor ▪ Riverside, CA 92522

☎ (951) 826-5625 ▪ 📠 (951) 826-5981

DIJenkins@riversideca.gov

 please consider the ENVIRONMENT before printing this email

From: Gonzalez, Gustavo

Sent: Tuesday, March 01, 2011 3:42 PM

To: Jenkins, Diane; Darnell, Doug

Subject: FW: EIR re Crystal View Terrace, Green Orchard Place & Overlook Parkway

[See comment below. I will drop it in the public comment folder and add the resident to the mailing list.](#)

From: Paul Benoit [mailto:pauljbenoit@charter.net]

Sent: Tuesday, March 01, 2011 3:32 PM

To: Gonzalez, Gustavo

Subject: EIR re Crystal View Terrace, Green Orchard Place & Overlook Parkway

Dear Gus,

I received a notice from one of my neighbors re the above and as a resident on Mary Street nearby I am seriously concerned about the probability of increased traffic flow that will likely result from such a project.

Please put me on the mailing list for any pertinent notices that may arise from this consideration.

Thanks.

Paul Benoit

2390 Mary Street

Riverside, CA 92506

pauljbenoit@charter.net

From: Michael Mihelich [mwm@lawyermihelich.com]
Sent: Tuesday, March 01, 2011 5:42 PM
To: Gonzalez, Gustavo
Subject: Crystal view terrace, Overlook Parkway project

Dear Mr. Gonzalez: My family lives on Hawarden Drive between Overlook and Mary. As you have heard from others, very few local residents support the extension of Overlook due to fears of excessive "pass thru" traffic. The Overlook extension should be approved, but only if the future impact on neighborhood streets can be minimized, if not eliminated. This includes the impact on Casa Blanca streets and Dufferin area streets which will bear a greater burden than Hawarden Hills streets. The traffic control methods existing in other neighborhoods, such as one way streets and limited access barriers can be employed to solve these issues and allay the justified fears of the public over this project.

Michael Mihelich and Dr. M. Lynn Scecina

From: Jenkins, Diane <DIJENKINS@riversideca.gov>
Sent: Wednesday, March 09, 2011 9:58 AM
To: Gonzalez, Gustavo
Subject: FW: Overlook Parkway Extension

Gus,

Please handle

Diane Jenkins, AICP § Principal Planner
City of Riverside ? Community Development Department ? Planning Division
3900 Main Street, Third Floor ? Riverside, CA 92522
? (951) 826-5625 ? ? (951) 826-5981
DiJenkins@riversideca.gov
? please consider the ENVIRONMENT before printing this email

From: Gutierrez, Ken
Sent: Tuesday, March 08, 2011 2:36 PM
To: Morton-Ellis, Sherry
Cc: Jenkins, Diane
Subject: RE: Overlook Parkway Extension

Sherry – It will probably not be going to CPC or CC until late in the year. Di – Can you retain this with other comments?

Ken Gutierrez
Planning Director
City of Riverside
951.826.5658
kgutierrez@riversideca.gov

From: Morton-Ellis, Sherry
Sent: Tuesday, March 08, 2011 1:46 PM
To: Gutierrez, Ken
Subject: FW: Overlook Parkway Extension

Ken,

Do you know when an item regarding the email below may be going to Council or Committee?

Sherry Morton-Ellis, CMC
Assistant City Clerk
3900 Main Street
Riverside, CA 92522-0111
(951) 826-5557 Office
(951) 826-5470 Fax

From: Nicol, Colleen
Sent: Tuesday, March 08, 2011 1:38 PM
To: Morton-Ellis, Sherry
Subject: FW: Overlook Parkway Extension

For the record.

From: Davis, Paul
Sent: Tuesday, March 08, 2011 1:09 PM
To: Nicol, Colleen
Subject: FW: Overlook Parkway Extension

Can we include this into the record on this issue?

Paul Davis
Council Member - Ward 4
City of Riverside
From: Ken Sawa [mailto:kfsawa@2data.net]
Sent: Monday, March 07, 2011 7:54 PM
To: Davis, Paul
Subject: Overlook Parkway Extension

Mr. Davis:

Please know that I am strongly against the extension of Overlook Parkway over the arroyo. This connection will create a dramatic increase in traffic across one of our most prized possessions in the city - Victoria Avenue. Proposition R and Measure C also prohibit increased traffic in the Greenbelt. The city needs to increase the quality of life in our neighborhoods not destroy them with a dramatic increase in traffic flowing to and from the 91 Freeway. Please note my request to REMOVE this extension from the General Plan. Thank you.

Respectfully,
Kenny Sawa
1184 Muirfield Road
Riverside, CA 92506
(951) 776-2968

6966 Hawarden Dr.
Riverside, Ca 92506
March 7, 2011



City of Riverside
Community Development/Planning
Gus Gonzalez
3900 Main Street
Riverside, CA 92522

Dear Mr. Gonzalez,

I'm not sure how far back you have researched this problem concerning streets that are connected to Overlook Parkway near the connection with Washington.


I have a file folder two inches thick that contains the efforts of people on our street and people on Mary who have been concerned with the heavy cut through traffic that accesses our streets since 1993.. I can include a letter I wrote in 1993 and a study from the city that was done in 1997. This staff report is very important because it shows the problem at that time. It will only get worse if and when Overlook goes through.

There are other reports and studies made in 2001 when a neighbor, Frank Crowder, tried to get some mitigation for traffic and resulted in our street members paying for additional speed humps. Of course the speed humps slow some people but others speed up so as to sail over the humps more easily.

You must consider that our street is only 26 feet wide with no sidewalks.

I would be happy to share the contents of our file of efforts and studies to prevent our neighborhood street from being a freeway. You may contact me at (951) 780-8771 or by e-mail at Palmyview@earthlink.net.

Sincerely yours,


Suzanne C. Rowlands
(Mrs. C.P.)

cc. Mr. Doug Darnell

6966 Hawarden Drive
Riverside, California 92506
September 19, 1993

Mr. Fransis Dunajski
Traffic Engineer
3900 Main Street
Riverside, Ca 92522

Dear Mr. Dunajski,

Did the city planners intend for the 26 foot wide street of Hawarden (between Mary and Washington) to become a freeway? Since the street was extended and opened on to Overlook parkway it has an inordinate amount of traffic. There are only 5½ feet between the road and the Gage Canal fence so there is very little space for children riding bicycles.

Recently a count of cars was taken by electronics I think. It would not have been a complete count if it didn't continue into the time when school started. The strip between Mary and the new curve on the extension is a high speed zone with cars accelerating as soon as they round the corner from Mary. Of course the speed signs are ignored. When I called to request some speed signs, I was told by the city that they would not help the situation. I was under the mistaken belief that speeds had to be posted in order for speeding tickets to be given. The designated speed of 25 mph was selected by the city.

What is particularly disturbing to me is that most of the speeders come from streets off Overlook Pkwy and they are the ones that protested the completion of Overlook because of added traffic from Allesandro. What can we do about this? I was informed that speed bumps are out. Many of us feel we should be able to close our street at Overlook. It is a dangerous intersection anyway because of the curve of Overlook east of the intersection.

I would greatly appreciate your discussing this with the traffic commission.

Sincerely yours,

Suzanne C. Rowlands
(Mrs. C. P.)

CITY OF RIVERSIDE
PARKING, TRAFFIC AND STREETS COMMISSION



STAFF REPORT

DATE: November 2, 1994

FILE NO.: 94-039

SUBJECT: REVIEW OF TRAFFIC CONDITIONS IN THE AREA OF OVERLOOK PARKWAY
AND HAWARDEN DRIVE

Background:

The City Council requested that the Parking, Traffic and Streets Commission review the traffic problems in the area of Overlook Parkway at Hawarden Drive, Overlook Parkway at Orozco/Gainsborough, and on Hawarden Drive between Overlook Parkway and Mary Street and report back to the City Council.

In order to review the traffic problems in the area, staff took traffic volume counts on Hawarden Drive between Overlook Parkway and Mary Street, on Gainsborough between Orozco and Hawarden, and on Mary Street just south of Hawarden. Morning peak hour turning movements were made at Overlook and Hawarden/Muirfield, Overlook and Gainsborough/Orozco, Hawarden at Mary, and at Washington and Frances. Evening peak hour turning movement counts were made at Overlook and Hawarden/Muirfield and at Hawarden and Mary. Speed surveys were taken on Hawarden between Overlook and Mary, and on Mary between Hawarden and Victoria, and on Frances between Washington and Mary. All information was collected on week days. The morning peak hour turning movements were taken during the hours of 7 a.m. to 8 a.m. and the evening peak hour turning movements were taken during the hours of 4:30 p.m. to 5:30 p.m.

At the intersection of Hawarden and Overlook a total of 203 vehicles entered Hawarden. Of those 203 vehicles, 147 vehicles, 72 percent, were north bound from Muirfield Road. During the same hour, 226 vehicles were counted making left turns on to Mary from Hawarden. Using these figures, it appears that 90 percent of the north bound traffic on Hawarden during the morning peak hour is through traffic. The evening peak hour also indicated that 90 percent of the north bound traffic is through traffic. By using the two peak hour turning movement counts it would figure that 90 percent of the average daily traffic volume on Hawarden is through traffic. The average daily traffic volume on Hawarden between Overlook and Mary was measured at 2530 vehicles, 1,339 east bound and 1,191 west bound. Based on the turning movement counts that indicate 90 percent of the traffic volume on Hawarden is through traffic, approximately 2200 vehicles per day use Hawarden as a short cut to get to the intersection of Mary and Victoria from Overlook Parkway. A speed survey was made on Hawarden between Overlook and Mary with the 85th percentile speed being 41 mph and the average speed being 37 mph. These speeds are not unusual for this type street.

At the intersection of Overlook and Orozco/Gainsborough the morning peak hour turning movement count also indicated that approximately 90 percent of the traffic on the southerly section of Gainsborough near Orozco is also through traffic. The average daily traffic volume on Gainsborough is 256 vehicles, 132 north bound and 124 south bound. Assuming 90 percent of the daily traffic is through traffic, approximately 230 vehicles per day use Gainsborough as a short cut to Mary Street.

The morning peak hour turning movement at the intersection of Washington and Frances showed that only 10 vehicles made a right turn on to Frances from north bound Washington. From this small number of vehicles, it appears that Frances is not often used as short cut to Mary Street. The speed survey on Frances showed the 85th percentile speed to be 37 mph and the average speed to be 33 mph.

The average daily traffic count on Mary St. was taken just north of Hawarden to make it easier to account for through traffic and eliminate those vehicles entering Mary St. from anywhere north of the intersection. The average daily traffic volume on Mary is 3,828 vehicles, 1,876 north bound and 1,952 south bound. Using the traffic volumes that appear to be through traffic coming from or going to Overlook and Gainsborough via Mary St., approximately 2340 vehicles per day use Mary St. as a short cut to Victoria. The speed survey on Mary Street showed that the 85th percentile speed to be 42 mph and the average speed to be 38 mph.

Travel times were measured going from the intersection of Overlook and Muirfield to the intersection of Mary and Victoria. One route was via Washington Street and the other was via Hawarden Drive. The travel distance is a little over one tenth of a mile shorter using Hawarden. The average travel time using Washington during non peak hours was 2 minutes 17 seconds and the average travel time using Hawarden was 2 minutes 13 seconds. During the morning peak hour the average travel time using Washington was 2 minutes 55 seconds and the travel time using Hawarden was 2 minutes 40 seconds.

Based on this study, a significant amount of traffic, 2340 vehicles per day, uses Hawarden Drive and Mary Street as an alternate route to get from Overlook Parkway at Muirfield Road and Overlook Parkway at Orozco Drive. A traffic signal is currently being designed for the intersection of Washington and Victoria. When it is installed, motorists may chose to use Washington instead of Hawarden and Gainsborough.

Fiscal Impact:

Unknown.

Alternatives:

One option to eliminate the short cutting traffic would be to close some of the streets in the area to prohibit through movements. Staff believes that street revisions should not be considered at this time and that we should wait until after the traffic signal is installed at Victoria and Washington. We can then reanalyze the traffic movements to see if any change in traffic patterns has occurred.

RECOMMENDATION:

That the Parking, Traffic and Streets Commission recommend to the City Council that no action be taken until after the traffic signal is installed at Washington Street and Victoria Avenue to allow staff to determine what effect the signal has on traffic patterns in the area.

Prepared by:

Fran Dunajski
City Traffic Engineer

Copy

6966 Hawarden Dr.
Riverside, Ca 92506
March 7, 2011

City of Riverside
Community Development/Planning
Gus Gonzalez
3900 Main Street
Riverside, CA 92522



Dear Mr. Gonzalez,

I'm not sure how far back you have researched this problem concerning streets that are connected to Overlook Parkway near the connection with Washington.

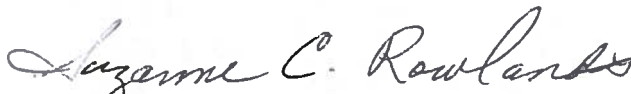
I have a file folder two inches thick that contains the efforts of people on our street and people on Mary who have been concerned with the heavy cut through traffic that accesses our streets since 1993.. I can include a letter I wrote in 1993 and a study from the city that was done in 1997. This staff report is very important because it shows the problem at that time. It will only get worse if and when Overlook goes through.

There are other reports and studies made in 2001 when a neighbor, Frank Crowder, tried to get some mitigation for traffic and resulted in our street members paying for additional speed humps. Of course the speed humps slow some people but others speed up so as to sail over the humps more easily.

You must consider that our street is only 26 feet wide with no sidewalks.

I would be happy to share the contents of our file of efforts and studies to prevent our neighborhood street from being a freeway. You may contact me at (951) 780-8771 or by e-mail at Palmyview@earthlink.net.

Sincerely yours,


Suzanne C. Rowlands
(Mrs. C.P.)

cc. Mr. Doug Darnell

From: Morton-Ellis, Sherry [SMorton@riversideca.gov]
Sent: Friday, March 11, 2011 2:35 PM
To: Jenkins, Diane
Cc: Gutierrez, Ken
Subject: FW: Overlook Extension
Here you go...

Sherry Morton-Ellis, CMC
Assistant City Clerk
3900 Main Street
Riverside, CA 92522-0111
(951) 826-5557 Office
(951) 826-5470 Fax

From: Nicol, Colleen
Sent: Tuesday, March 08, 2011 5:09 PM
To: Morton-Ellis, Sherry
Subject: FW: Overlook Extension

[Another one.....](#)

From: Davis, Paul
Sent: Tuesday, March 08, 2011 5:08 PM
To: Nicol, Colleen
Subject: FW: Overlook Extension

[Can we include this one in the Public Record?](#)

Thanks

Paul Davis
Council Member - Ward 4
City of Riverside

From: Pauldavisward4 [mailto:pauldavisward4@aol.com]
Sent: Tuesday, March 08, 2011 3:26 PM
To: Davis, Paul
Subject: Fwd: Overlook Extension

Sent from my iPad

Begin forwarded message:

From: StevenM384@aol.com
Date: March 8, 2011 10:17:48 AM PST
To: Pauldavisward4@aol.com
Subject: RE: Overlook Extension

We do not want Overlook Parkway to be connected and to remove it permanently from the General Plan. This extension would destroy our neighborhood with heavy traffic, damage a protected Arroyo and bring ig heavy traffic to Green Belt Streets. This extension would violate both proposition R and Measure C and would bring very

expensive law suits against the city.

Thank you,

Steve and Jan McKee

7028 Orozco Dr.

Riverside, CA 92506

Dave and Lugena Wahlquist

1020 Tiger Tail Dr.
Riverside, CA 92506
(951) 780-0881
davek6kmz@aol.com

Under consideration are four options for Overlook Parkway. Each of the options has a different set of consequences. By far the highest impact decision would be the linking of the two sections of Overlook Parkway by a bridge over the Alessandro Arroyo.

For the direct linking of Overlook Parkway over the Alessandro Arroyo these factors must be considered:

1. As stated in the City of Riverside, Department of Development, Housing and Neighborhoods website, "Both the City of Riverside and the local residents are working hard to maintain the beautiful environment of this region." Nothing could be a bigger threat to this goal than opening up this unique area of the City to transection by as many as 20,000 cars trips per day.
2. This area remains one of the few low impact rural areas left in the City and for that reason should be preserved.
3. One residential area adjacent to Overlook Parkway has been a quiet residential haven for more than 50 years. This unique neighborhood would be irrevocably changed.
4. Much of the area under consideration is controlled under the specific dictates of RC-residential conservation.
5. Increased noise, air and dust pollution must be taken into consideration.
6. Decreased property values will be a factor for the areas homeowners if Overlook is connected and fully opened to traffic.
7. The traffic threat to wildlife will be significant. Frequently observed in the area are coyotes, bobcats and foxes.
8. If the Alessandro Arroyo is crossed the nature its blue line stream and the arroyo itself will be forever changed.
9. There is no effective outlet for this volume of traffic when it reaches Washington Street.
10. The impact of high volume traffic on the unique nature of Victoria Avenue must be considered.
11. The disruption to the neighborhood of Casa Blanc if that route is chosen for freeway connection.
12. If Overlook is extended and routed to the 91Freeway via Adams there will be disruptive impact to the Greenbelt in violation of Propositions R and C.
13. Many of those advantaged by the connection will be out-of-city residents simply passing through the City of Riverside.

Thank you for reviewing these issues for consideration.



CRYSTAL VIEW TERRACE
GREEN ORCHARD PLACE
OVERLOOK PARKWAY

ENVIRONMENTAL IMPACT REPORT

PUBLIC SCOPING MEETING

3900 MAIN STREET • CITY COUNCIL CHAMBERS • WEDNESDAY • MARCH 9, 2011 • 6:30 PM

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Comments:

See attached.

Use back of sheet if additional space is needed

Name (please print):

David Wahlquist

Signature:

[Handwritten Signature]

Mailing Address:

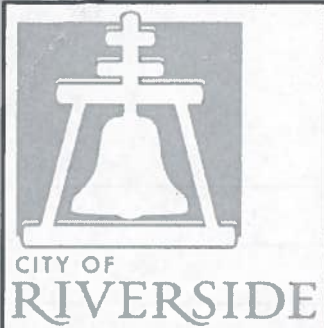
1020 Tiger Tail Dr, Riverside, CA 92506

E-mail Address:

daveK6KMZ@aol.com

City of Riverside
Community Development Department
Planning Division

3900 Main Street
Riverside, CA 92522
(951) 826-5371
www.riversideca.gov/planning



CRYSTAL VIEW TERRACE
GREEN ORCHARD PLACE
OVERLOOK PARKWAY

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Comments:

I AM CONCERNED THAT EXTENDING OVERLOOK PKWY WILL ADVERSELY IMPACT THE QUIET, PEACEFUL, SAFE USE OF OUR STREET (FLEMINGTON RD.) ALONG WITH CREATING IMMEASURABLE AMOUNTS OF AIR POLLUTION AND NOISE POLLUTION AT OR NEAR OUR RESIDENCE. IF OVERLOOK IS EXTENDED, TO AVOID WAITING AT THE INTERSECTION OF ALESSANDRO BLVD. AND OVERLOOK PKWY IN THE MORNING CARS WILL TURN LEFT ON CANNON RD MAKING THEIR WAY TO OVERLOOK VIA FLEMINGTON RD; IN THE EVENING TURNING RIGHT ON SAND TRACK AND VIA FLEMINGTON RD TO ALESSANDRO BLVD. THEREBY AVOIDING THE CONGESTION AT THE OVERLOOK PKWY ALESSANDRO BLVD INTERSECTION

Use back of sheet if additional space is needed

Name (please print): ANTHONY BELLANCA

Signature: Anthony Bellanca

Mailing Address: 1258 FLEMINGTON RD, RIVERSIDE, CA 92506

E-mail Address: TBCPA@SBCGLOBAL.NET

City of Riverside
Community Development Department
Planning Division

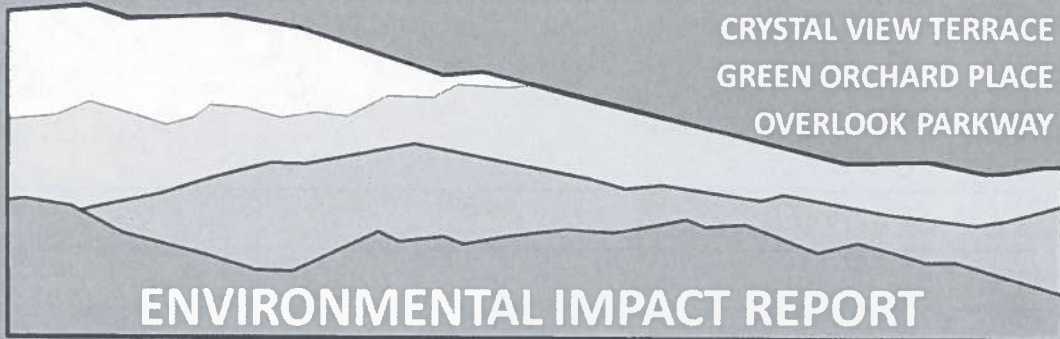
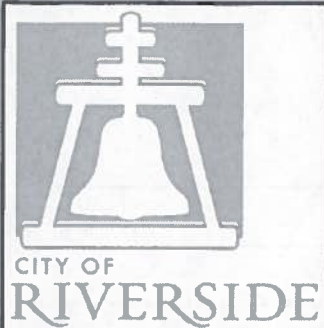
3900 Main Street
Riverside, CA 92522
(951) 826-5371
www.riversideca.gov/planning



Riverside, CA 92506



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Comments:

What was the amount of Increase in traffic on a average day on Crystal View + Green Orchard when the gates 1st opened? Is it the Council's position that creating a 4 lane blvd. from Alessandro to Madison/91 freeway is the correct thing to do. Seeing How maybe 10/20 families are minimally effected with the gate access of Crystal View / Green Orchard and 100's of families would be affected with the Overlook completion with Traffic from Moreno Valley / Banning / Beaumont etc they don't live in this community!!

Name (please print):

Bret Bennington

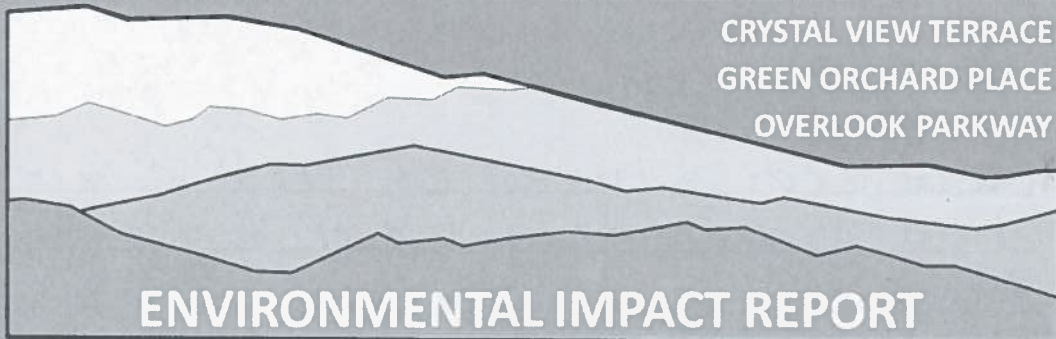
Signature:

Mailing Address:

1132 Tiger Tail Dr. Riverside CA 92506

E-mail Address:

debbie.bret@att.net



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Comments:

I was unable to get up and speak this evening because of a cough. But I did want to make comments to this issue. We live on Crystal View Terrace and our neighborhood has changed greatly since the gate @ CRYSTAL VIEW has been open. We have seen a tremendous increase in traffic. Our travel on our street has become congested ~~and~~ with →

Use back of sheet if additional space is needed

Name (please print):

MELISSA CIACCHIELLA

Signature:

Mailing Address:

14242 CRYSTAL VIEW TERR., RIVERSIDE 92508

E-mail Address:

twicethe mom@prodigy.net

Comments:

~~and~~ large volumes of traffic with high speeds. Just trying to get out of our driveway takes time. We no longer take walks through our street for fear of safety.

My concerns have been expressed several times to the city and published in a previous City meeting on this issue. I urge you to read that document.

We purchased our home in a rural area with large lots to enjoy the nature and quiet. That is not how it is now, unlike when we first moved in.

March 9, 2011

Stephen Jones

1430 Rimroad
Riverside, CA
92506

Phone: 951.780.8434
Fax: 951.780.4568
Cell: 951.544.2258
E-mail:
Kazumman@aol.com

City of Riverside
Community Development /Planning
Gus Gonzales
3900 Main Street
Riverside, CA 92522

RE: EIR Project (P11-0050) Crystal View Terrace/Green Orchard Place/Overlook Parkway

To whom it may concern:

I would strongly encourage those preparing this EIR to include in your report that the Overlook Parkway Neighborhood is comprised of citizens that purchased and built homes in the city's "Residential Conservation Zone" as it applies to Section 4 of Proposition R which requires large lots with the expectation of a "lifestyle" that goes along with such a zone. A huge increase in the amount of traffic, noise and air pollution was not part of the expectations of the residents of the Overlook Parkway neighborhoods.

I have been a Riversider for some 56 years and such streets as Alessandro, Central and Arlington have been major thoroughfares for a very long time We are **not** talking about expanding an existing street or avenue route through the city that already has had significant traffic and congestion. **We are talking about establishing a new "high traffic" route through the city and through an established neighborhood where the property owners have a legitimate right to expect the City of Riverside will comply with all requirements established by the voters in Prop. R and Measure C.**

For the city to now build a new **expensive** bridge that would send some 40,000 cars and trucks a day down a **new** major traffic artery will insure a significant degradation of the "livability" of not only the Hawarden Heights/Overlook neighborhood, but even the older, more established neighborhoods of Prenda, Casa Blanca and the Greenbelt neighborhoods as well.

Your report should properly indicate that building the Overlook Bridge, with its on slot of automobiles from Moreno Valley, Perris and Menifee is not only contrary to the intent of Measure C and Prop R but such a bridge is contrary to the legitimate "lifestyle" expectations of multiple Riverside neighborhoods who would be forced to endure the severely negative consequences of such a waste of taxpayer money and city resources.

Sincerely,



Stephen Jones

Attached: List of other concerns

Attachment to letter of March 9, 2011

Other EIR concerns:

- Street and Driveway access on to an Overlook Parkway with 40,000 cars a day.
- Children Safety.
- Increased Crime.
- Decreased Property Value – Cost to the government from lower assessments for property taxes.
- Destruction of the neighborhood's Quality of Life.
- Noise pollution – especially truck and motorcycle traffic.
- Freeway traffic from Perris, Menifee & Temecula using Overlook to avoid the congested 215/91/60 interchange.
- Traffic conflict with the large lot Residential Conservation Zone Lifestyle.
- Exhaust pollution and “toxic” brake dust pollution.
- Increased danger of “runaway” cars and trucks traveling on Overlook's extremely steep grades.
- The negative impact on the Greenbelt. Where are 40,000 cars going to go when they get to the corner of Overlook and Washington?
- The natural habitat of the Arroyos.
- The resulting conflicts with the citizen's initiatives Prop R and Measure C of the Overlook Pkwy Bridge – as they pertain to traffic, farming, air pollution, quality of life, vitality of the older neighborhood such as Prenda a Casa Blanca, etc. etc.
- Legal costs to the city to defend itself against resulting Law Suits for non-compliance with the wishes of the citizenry as expressed in Measure C and Proposition R.



CRYSTAL VIEW TERRACE
GREEN ORCHARD PLACE
OVERLOOK PARKWAY

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Comments:

Please, I have worked-volunteered to make my community of Casa Blanca a better & safer place to for over 35 years - The Overlook extension will undo all I have worked for. Pollution from the 91 Freeway and the Railroad already have a negative effect. The safety of our kids walking to school down the railroad & passed the 91 is already a concern. We do not

Use back of sheet if additional space is needed

Name (please print): Morris Mendoca Signature: [Signature]
Mailing Address: 7485 Santa Rosa Way Bldg Cal. 92504
E-mail Address: Morris21@aol.com

City of Riverside
Community Development Department
Planning Division

3900 Main Street
Riverside, CA 92522
(951) 826-5371
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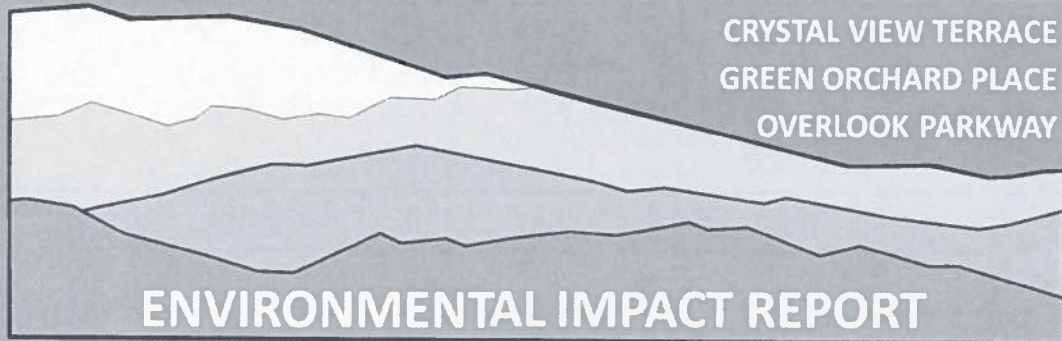
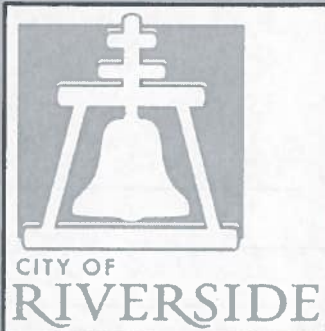
Comments:

even have a crossing Guard. I also see
The project as a threat to Victoria
and what's left of our greenbelt.
P80 also several meetings with the
police dept. the subject of cars speeding
down Madison was raised. As a
3rd generation Riversider who loves
his City. I do not feel this project
is a positive thing. I want what's
best for our City. But this overlook
project will be a detriment to
our City and Community

Thank you

Sincerely

Morris Mendez



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Comments:

*Please don't bridge the arroyo via
Overlook Parkway.*

Use back of sheet if additional space is needed

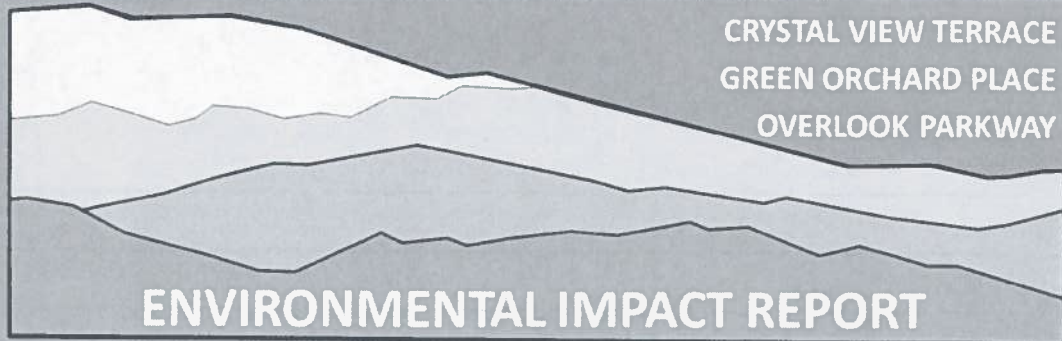
Name (please print): _____ Signature: _____

Mailing Address: _____

E-mail Address: _____

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PUBLIC SCOPING MEETING

3900 MAIN STREET • CITY COUNCIL CHAMBERS • WEDNESDAY • MARCH 9, 2011 • 6:30 PM

This meeting is being held to give the public and interested parties an opportunity to submit comments regarding the potential environmental impacts of the proposed project. This information will be used to develop the scope and content of the Environmental Impact Report (EIR) for the project to be described at this meeting. Please record your comments in the space provided below and submit this form to City staff at the conclusion of the meeting. **You may also submit this form to City staff if you wish to speak at today's meeting.** Comments can also be submitted to City staff after today's meeting. All comments submitted after today's meeting should be hand-delivered, mailed, or e-mailed directly to the Planning Division located at 3900 Main Street, Riverside, CA 92522. Comments submitted via e-mail should be forwarded to Gus Gonzalez, Associate Planner, at ggonzalez@riversideca.gov. All comments must be received no later than **Wednesday, March 25, 2011 by 5:00 p.m.** Thank you.

Comments:

I will submit my comments by e-mail.

Use back of sheet if additional space is needed

Name (please print): Tom S. Taylor Signature: Tom S. Taylor

Mailing Address: P.O. Box 51809, Riverside 92517-2809

E-mail Address: taylorst@prodigy.net

City of Riverside
Community Development Department
Planning Division

3900 Main Street
Riverside, CA 92522
(951) 826-5371
www.riversideca.gov/planning



Victoria Avenue Forever

March 9, 2011

City of Riverside
Community Development Planning
Att: Gus Gonzalez
3900 Main Street
Riverside, Ca. 92522



Re: Notice of Preparation of a Draft Environmental Report (EIR) and Scoping Meeting
Crystal view Terrace/Green Orchard Place/Overlook Parkway Project

Dear Mr. Gonzalez,

Victoria Avenue Forever is a non profit organization dedicated to the preservation and enhancement of Victoria Avenue. We represent a membership of over 600 families and individuals that share similar values. When we learned of the Scoping Meeting regarding the Overlook Parkway Project there was so much interest that we moved our regularly scheduled board meeting from tonight March 9th to March 8th. At the Victoria Avenue Forever board meeting after much discussion a motion was passed to "Request that the Overlook Parkway Bridge connection be removed from the General Plan of the City of Riverside.

There is an old Latin adage that states "cui bono" or "to whose benefit." The phrase is used to suggest a hidden motive or to indicate that the party responsible for something may not be who it appears at first. Victoria Avenue Forever examined who would benefit from putting Overlook Parkway through. Certainly not the folks above the bridge – they would suffer from greatly increased traffic. Certainly not the folks below the bridge, they would have even more traffic. Certainly not anyone who currently uses Washington Street as that would become a nightmare. Certainly not all the neighborhoods in either direction from Washington and Victoria Ave. And most importantly absolutely not Victoria Avenue whose character would be destroyed by the potential increased traffic.

PO Box 4152 • Riverside CA 92514 • 951-367-5344

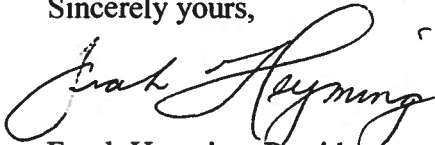
Victoria Avenue Forever is a public benefit nonprofit 501(c)(3) corporation dedicated to the preservation and beautification of Victoria Avenue. Contributions are 100% tax deductible.

We believe that development can be accommodated by access from either below or above the proposed connection. We also feel that Riverside is currently served by adequate arterial crossings in the 60/215, Allesandro/Arlington, Washington, Van Buren and La Sierra.

So we ask again "cui bono"?

Thank you for your consideration.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Frank Heyming". The signature is fluid and cursive, with a large, stylized "F" and "H".

Frank Heyming, President
Victoria Avenue Forever

From: Lisa Lind
Sent: Thursday, March 31, 2011 2:51 PM
To: Steven Gaughran
Subject: 6103 naik

Follow Up Flag: Follow up
Flag Status: Flagged

From: Jenkins, Diane [mailto:DIJENKINS@riversideca.gov]
Sent: Thursday, March 10, 2011 7:46 AM
To: Barber, Scott; Boyd, Tom; Combs, Jenna; Darnell, Doug; Foster, Siobhan; Gary Hamrick; Gettis, Erin; Gonzalez, Gustavo; Gutierrez, Ken; Janet Harvey; Lee Sherwood; Libring, Steve; Lisa Lind; Ouellette, Michelle; Smith, Kristi
Subject: FW: overlook extension
FYI

Diane Jenkins, AICP § Principal Planner
City of Riverside ? Community Development Department ? Planning Division
3900 Main Street, Third Floor ? Riverside, CA 92522
? (951) 826-5625 ? ? (951) 826-5981
DiJenkins@riversideca.gov
? please consider the ENVIRONMENT before printing this email

From: Gonzalez, Gustavo
Sent: Thursday, March 10, 2011 7:38 AM
To: Jenkins, Diane
Cc: Darnell, Doug
Subject: FW: overlook extension

FYI.

Please consider the ENVIRONMENT before printing this email ?

GUSTAVO N. GONZALEZ | ASSOCIATE PLANNER
Community Development Department | Planning Division
3900 Main Street | Riverside, CA 92522
P. 951.826.5277 | F. 951.826.5981

From: suneal63@aol.com [mailto:suneal63@aol.com]
Sent: Wednesday, March 09, 2011 11:20 PM
To: Gonzalez, Gustavo
Subject: overlook extension

Dear Mr Gonzalez,

I live at 6916 orozco dr (1 house next to overlook) and found out by accident about the possible extension of overlook pkwy over the Alessandro arroyo to alessandro blvd from my neighbor.. It

does sadden me that the city is considering such a move without properly notifying the residents which will be affected by this.

Already the opening of Crystal View Terrace has dramatically increased traffic on my street and Hawarden drive, especially at rush hour by traffic trying to escape the bottleneck on Washington to get to Victoria and Mary St.

Opening of the Alessandro Arroyo to overlook will create an avalanche of traffic which these residential streets cannot handle. Already the stop sign by my house is routinely disobeyed and speeders race by my home at all hours.

I am requesting that there will be NO connection of overlook pkwy across the Alessandro Arroyo.

Thank you,

Suneal Naik



CRYSTAL VIEW TERRACE
GREEN ORCHARD PLACE
OVERLOOK PARKWAY

ENVIRONMENTAL IMPACT REPORT

PUBLIC SCOPING MEETING

3900 MAIN STREET • CITY COUNCIL CHAMBERS • WEDNESDAY • MARCH 9, 2011 • 6:30 PM

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Comments:

PLEASE SEE ATTACHED.

Use back of sheet if additional space is needed

Name (please print): WES STONEBREAKER

Signature: *Wes Stonebreaker*

Mailing Address: 1060 COUNTRY CLUB DR., RIVERSIDE, CA 92506-3635

E-mail Address: *lindaandwes@aol.com*

City of Riverside
Community Development Department
Planning Division

3900 Main Street
Riverside, CA 92522
(951) 826-5371
www.riversideca.gov/planning

PROJECT TITLE: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

I don't understand why an Environmental Impact Report (EIR) is required for any part of this project. It seems to me that there should have been an EIR completed for the entire Overlook Parkway area as residential construction was approved within the requirements of Proposition R or, alternatively, individual EIR's should have been completed for each tract map prior to approval. Overlook Parkway is described as an arterial road and it is currently a part of the City of Riverside's General Plan 2025. That fact should have been an important consideration when this area was developed.

The Notice of Preparation of Draft Environmental Impact Report (EIR) dated February 9, 2011 states on page 3, "In connection with the approval of two separate tract maps, gates at Crystal View Terrace and Green Orchard Place were installed to address cut-through traffic until Overlook Parkway was completed across the Alessandro Arroyo." On page 2, however, there is the following statement, "Under Scenario 2, the gates at both Crystal View Terrace and Green Orchard Place would be removed, and there would be no connection of Overlook Parkway across the Alessandro Arroyo." The two separate tract maps should not have been approved with a provision for the two gates if, in fact, the City of Riverside never intended to complete Overlook Parkway across the Alessandro Arroyo.

Although the attendees of the March 9, 2011 Public Scoping Meeting were told that the meeting was being held to give the public an opportunity to submit comments regarding the potential impacts of the proposed project and not a time for statements in support or in opposition to the proposed project, all speakers were allowed to do just that. The general theme of those speaking against the completion of Overlook Parkway across the Alessandro Arroyo and possible extension of Overlook Parkway west of Washington Street was "Not In My Backyard." There is apparently concern about "cut-through traffic" but the definition of that term seems to vary depending on who's using the term. Am I to be considered cut-through traffic if I were to use a completed Overlook Parkway from my home on Country Club Drive to visit my son's home southwest of Washington and Van Buren in Woodcrest? Or, would I be cutting-through by going to Home Depot on Indiana Avenue via a completed Overlook Parkway with a connection from Overlook Parkway to Madison? Several speakers referred to cut-through traffic from Moreno Valley and one speaker was even concerned about cut-through traffic from Menifee! In fact, some of the people prevented from accessing Overlook Parkway due to the two gates are actually immediate neighbors!

The Preliminary List of EIR Issues includes Traffic/Public Safety, Air Quality, Global Climate Change and Noise. How will you measure the difference this project will have on these issues? Traffic counts with the gates open vs. closed

will perhaps measure the differences in traffic volume of nearby neighbors but will the additional miles driven and fuel used to take alternate routes be considered? What about the additional miles driven from Overlook Parkway to other areas within Riverside city limits such as Mission Grove and Orangecrest? Is it acceptable to have increased traffic volume on Alessandro, Arlington, Washington and Victoria? Are those neighborhoods less important than the area surrounding Overlook Parkway? It's interesting that provision has been made, apparently, for emergency vehicles to use the routes where the two gates are located. But what about the bigger issue of having numerous routes to choose from in the event of an emergency whether it's due to a local situation or a wide spread need for evacuation?

I find it interesting that there are several gated communities in the Overlook Parkway area even on the partial segment of the Parkway northeast of Via Vista at Praise Place. It appears to me that opponents of the completion of Overlook Parkway and supporters of keeping the gates on Crystal View Terrace and Green Orchard Place are attempting to treat the whole area as a gated community. For the most part, the homes built along Overlook Parkway have significant set-backs or are on elevated lots which should minimize the impact of increased traffic on Overlook Parkway.

I am hopeful that decisions about this project are made looking at the "big picture" of what's best for all Riverside residents and not just catering politically to those who can bring the most people to public meetings. There is a great deal of apathy among those who feel that their input won't be considered, ignorance of an issue or feeling that an issue won't have any effect on them. And, Riverside's elected officials need to realize that Victoria Avenue belongs to all residents of the city and, while their volunteerism is appreciated, not just to members of Victoria Avenue Forever. Likewise, Overlook Parkway should not be viewed only from the perspective of those living in the immediate area. I was pleased when Canyon Crest Drive was completed between Via Vista Drive and Country Club Drive. I don't recall being informed of an EIR when that project was undertaken but I would have publicly supported it. Likewise, if I lived in the Overlook Parkway area, I would support its completion because it has potential benefit for all of Riverside and our neighbors.



Wes Stonebreaker
1060 Country Club Drive
Riverside, CA 92506-3635
(951)784-1060
lindaandwes@aol.com

From: Jenkins, Diane [DIJENKINS@riversideca.gov]

Sent: Thursday, March 10, 2011 7:46 AM

To: Barber, Scott; Boyd, Tom; Combs, Jenna; Darnell, Doug; Foster, Siobhan; Gary Hamrick; Gettis, Erin; Gonzalez, Gustavo; Gutierrez, Ken; Janet Harvey; Lee Sherwood; Libring, Steve; Lisa Lind; Ouellette, Michelle; Smith, Kristi

Subject: FW: overlook extension

FYI

Diane Jenkins, AICP § Principal Planner

City of Riverside ▪ Community Development Department ▪ Planning Division

3900 Main Street, Third Floor ▪ Riverside, CA 92522

☎ (951) 826-5625 ▪ 📠 (951) 826-5981

DIJenkins@riversideca.gov

🌳 please consider the ENVIRONMENT before printing this email

From: Gonzalez, Gustavo

Sent: Thursday, March 10, 2011 7:38 AM

To: Jenkins, Diane

Cc: Darnell, Doug

Subject: FW: overlook extension

FYI.

Description: Signature



Please consider the ENVIRONMENT before printing this email 🌳

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Sent: Wednesday, March 09, 2011 11:20 PM

To: Gonzalez, Gustavo

Subject: overlook extension

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Already the opening of Crystal View Terrace has dramatically increased traffic on my street and Hawarden drive,especially at rush hour by traffic trying to escape the bottleneck on washington to get to Victoria and Mary st.

Opening of the Alessandro arroyo to overlook will create an avalanche of traffic which these residential streets cannot handle. Already the stop sign by my house is routinely disobeyed and speeders race by my home at all hours.

I am requesting that there will be NO connection of overlook pkwy across the Alessandro arroyo.

Thank you,

From: Jenkins, Diane [DIJENKINS@riversideca.gov]

Sent: Thursday, March 10, 2011 7:47 AM

To: Barber, Scott; Boyd, Tom; Combs, Jenna; Darnell, Doug; Foster, Siobhan; Gary Hamrick; Gettis, Erin; Gonzalez, Gustavo; Gutierrez, Ken; Janet Harvey; Lee Sherwood; Libring, Steve; Lisa Lind; Ouellette, Michelle; Smith, Kristi

Subject: FW: Overlook Parkway Project

fyi

Diane Jenkins, AICP § Principal Planner

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DIJenkins@riversideca.gov

 please consider the ENVIRONMENT before printing this email

From: Gonzalez, Gustavo

Sent: Thursday, March 10, 2011 7:39 AM

To: Jenkins, Diane

Cc: Darnell, Doug

Subject: FW: Overlook Parkway Project

One more comment.

Description: Signature



Please consider the ENVIRONMENT before printing this email 

From: TLO99@aol.com [mailto:TLO99@aol.com]

Sent: Thursday, March 10, 2011 12:11 AM

To: Gonzalez, Gustavo

Subject: Overlook Parkway Project

Tim Owens

Dear Mr Gus Gonzalez,

I was unable to attend the March 9th meeting but I wish to express my concern that future

plans for the extension of Overlook Parkway include provisions to keep cut-through traffic off of our local streets. Increase in traffic will have a negative impact on one of Riverside's finest family neighborhoods.

Thank You,

Tim Owens

2098 Gainsborough Drive

Riverside, CA 92506

From: frank [fmcsbu@aol.com]

Sent: Thursday, March 10, 2011 10:42 PM

To: Gonzalez, Gustavo

Subject: Overlook Parkway

Dear Mr. Gonzalez:

I have been notified by our neighbor Mr. Wilkman that City of Riverside is considering connecting Overlook Parkway to Alessandro Blvd.

I am surprised that as a resident of Hawarden Hill (I live in 7008 Hawarden Dr. 92506), I was never notified of the city planning hearing. This clearly can have an huge impact to our neighborhood streets. I would like you to know we are completely against the proposed move.

Please ask your department to keep us on your mailing list so we can attend the next meeting.

Sincerely yours,

Frank Chu

Franklin Chu MD FACS

From: Millie Garrison [millie.garrison@ucr.edu]
Sent: Saturday, March 12, 2011 10:09 AM
To: Gonzalez, Gustavo
Cc: Earthlink
Subject: Overlook Parkway connection

Dear Sir

I strongly support connecting Overlook Parkway by building the two small sections that are currently missing. I live one one side of the current gap (1423 Rimroad) and work on the other side (UC Riverside). When we bought our house eleven years ago we naively assumed the gap would be closed in a short period of time.

While there may be legitimate environmental concerns with finishing Overlook, I think there are overwhelmingly strong arguments for connecting the gap such as creating better traffic flow thus allowing fewer miles to be being driven and ultimately better air quality. Public safety is also currently being compromised because emergency response vehicles cannot always take the fastest route.

I appreciate your sharing my views with the appropriate decision makers.

Millie Garrison, Chief Financial & Administrative Officer UC Riverside College of Natural & Agricultural Sciences
Voice: 951.827.3104
<http://CNAS.UCR.edu>

From: Rob [robbot@earthlink.net]
Sent: Sunday, March 13, 2011 9:44 AM
To: Davis, Paul; Gonzalez, Gustavo
Subject: Stop Overlook/Alessandro Connection

We recently received a forwarded email, originally written by Bill Wilkman, regarding the issue of connecting Overlook Parkway to Alessandro Blvd. Our family lives just off of Overlook Parkway on Westminster Drive. We just wanted to let you know that we support Bill's position that "Overlook Parkway must remain unconnected to Alessandro Boulevard until adequate means to handle traffic at its west end, and to protect our neighborhood from cut-through traffic, are in place and operational."

We believe that one day the two roads must be connected, but if you are going to do the job, do it right. We don't want to see our neighborhood buried in a tsunami of traffic.

Thank you,

Rob & Margo Chabot

W: (951) 780-5556
F: (951) 346-4085
C: (951) 312-3399
email: robbot@earthlink.net

"Be who you are and say what you feel, because those who mind don't matter, and those who matter don't mind." - Dr Seuss

This email message is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message.

From: Gayle [iwk4food@charter.net]
Sent: Sunday, March 13, 2011 10:41 AM
To: Gonzalez, Gustavo
Subject: business concerns

Importance: High
Hello ,

Regarding the closure of the gates- As a business owner in this economy I WOULD THINK THAT RIVERSIDE WOULD WELCOME TAX REVENUE FOR SHOPPING IN RIVERSIDE-
I hope someone is actually reading this email - I will Need to go to MORENO VALLEY just for a few things, Home Depot, IN & Out, Tyler Mall- WHY ? well Why should we spend 40 minutes in traffic to go when I can go to MORENO VALLEY in 20minutes- Now with the gates OPEN I get to the Home Depot in 10 minutes. AT THE SPEED LIMIT- So Nice to be wasting all of this money when it could have been used for a GOOD LEGITIMATE CAUSE-
I can also, loose customers- becasue they will be forced to shop somewhere else , instead of OrangeCrest Albertson Shopping Center or Mission Grove Plaza-

Not to mention the Fire and Ambulance service to the homes on the west side of the Gates-
Cordially,
Subway
Kathryn Rashidi

_____ Information from ESET NOD32 Antivirus, version of virus signature database 5950 (20110313)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

From: Jody Wallace [JWallace@cmps.com]

Sent: Sunday, March 13, 2011 11:37 AM

To: Gonzalez, Gustavo

Subject: Overlook Parkway

Mr. Gonzalez,

I live on Miracle Mile just off Overlook Parkway near the arroyo. I wanted to voice my opinions in writing; please take them into consideration when making decisions about the future planning of our roads. My first preference would be to put Overlook Parkway all the way through. Although I am not excited about thousands of cars driving up and down Overlook, I believe that it is in the best interest of the city. If or until Overlook Parkway opens up all the way, I believe that the gates should be removed. My family and I travel through the gates at least 12 times per weekend day and several times on the weekend (gym, school, golf, grocery shopping, restaurants, etc.- both ways). More importantly, I believe that these gates need to be left open for emergency personnel to quickly have access. Thank you for all of your hard work on this project.

Jody Wallace • CEO • Connect Merchant Payment Services, Inc.

4204 Riverwalk Parkway Suite 270 • Riverside • CA • 92505

Office: (951) 905-5000 • Fax: (951) 905-5989

jwallace@cmps.com • <http://www.cmps.com>

cid:436210504@20092008-2CEE



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From: wilkmanhistory@aol.com
Sent: Monday, March 14, 2011 8:40 PM
To: Gonzalez, Gustavo
Cc: Davis, Paul
Subject: Crystal View Corridor Gate Closure Plans
Hi Gus

I noticed that the Crystal View corridor gates have been closed per the City's plans, yet I have seen no traffic counters anywhere north of the gates. Can you provide me with the City's detailed plans during the gate closure? I would like to know exactly what the City plans to do during the closure to evaluate traffic impacts.

Thanks so much for your attention to this matter.

Bill Wilkman

From: Clark Taylor [ctaylor@optivus.com]

Sent: Monday, March 14, 2011 6:09 PM

To: Davis, Paul; Gonzalez, Gustavo

Subject: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

Dear Mr. Davis and Mr. Gonzalez,

In 1985 when my wife and I bought the Mary Street lot where we built our home, we were attracted by the quiet neighborhood with nearby Gage canal and orange groves. Being runners, we were both very familiar with the area, having run along the Gage canal for years. However not long after we built our home, the area above began developing and today our neighborhood isn't so quiet anymore. Heavy traffic flow and congestion on nearby arterials and intersections have created a nightmare on our neighborhood streets, largely due to heavy cut-through traffic. On my daily walks or runs, day or night, I often see drivers speeding, passing and running stop signs. It's crazy sometimes!

At least for the moment we have some protection against further increases in our traffic volume: Overlook Parkway does not connect to Alessandro Boulevard. In your studies about the traffic issues, please do not ignore our neighborhood. Instead, please consider the effects that additional traffic would have on our quality of life on (residential) Mary Street. To get the complete picture, in addition to your traffic counts on the Crystal View Terrace corridor, the city must consider counting the traffic on Orozco Drive at Overlook Parkway and on Haywarden Drive at Overlook Parkway. These are key to understanding the traffic flow through our neighborhood.

For the sake of our neighborhood, Overlook Parkway must not be connected to Alessandro Boulevard until adequate provisions are developed to handle the high volume of traffic at its West end. Also, to protect our neighborhood from additional cut-through traffic, these provisions should be in place, tested and operational prior to the connection being made.

Thank-you for your consideration.

Best wishes,

Clark and Kathy Taylor

2417 Mary Street

Riverside, CA 92506-5030

(951) 780-9087

From: Jeff White [JWhite@PCNanswers.com]
Sent: Tuesday, March 15, 2011 11:00 AM
To: Gonzalez, Gustavo
Cc: 'Rhonda Soulia'; Pauldavisward4@aol.com
Subject: "Overlook shortcut"
Gus:

I am writing this email as a Riverside resident for 40 years and as someone who lives off Whitegate ...

The overarching message needs to be Do the **RIGHT THING for the MOST people in Riverside** Riverside spent money on a crazy huge overpass on Columbia, an underpass off Jurupa for the train tracks and more and more other areas in Riverside Spent tons of money widening Alessandro why were these things done ... they were the RIGHT THING for the MOST people of Riverside!!! This issue is the same.

Since the city council meeting and since the company doing traffic studies has started, I like the changes and improvements ... the added STOP signs (though they are a pain in the butt as a driver) are the RIGHT THING for the MOST people that live in the area ... we heard loud and clear that the local residence were concerned and I would be too The lines on the roads, the speed bumps and the stop signs address those concerns for the most part.

There are really 2 issues at hand...

1. Open access at Crystal View and Green Orchard
2. Putting Overlook through to Alessandro

Your job and the job of the city council, city planners, etc. is to provide the best living conditions for the people of Riverside. You widen Alessandro, you do an underpass at Arlington and now Magnolia, you put a hug bridge over railroad tracks at Columbia – you get my point. My point is that you are supposed to look at what is best for the whole. Do the RIGHT THING for the MOST people!!!

#1 - Leaving Crystal View and Green Orchard open is best for the most people. This should be done now and permanently. This is a no brainer.

#2 - Putting Overlook through is the best for the most people long term. This is a longer term project that will take years to plan and implement and we may not even have the money, but it is still a good idea. Don't delay the decision for #1 because of this item.

Here are several reasons why Crystal View and Green Orchard should remain open...

1. I have a 17 year old daughter and a 15 year old son ... she is already driving and he will be soon enough ... the "overlook shortcut" creates a safer drive for them in the evening hours coming and going from our home to Woodcrest Christian where they attend high school ... Washington is a dangerous two lane road with no street lights ... this is a better option for them and us.
2. This "overlook shortcut" provides relief from Arlington or Van Buren for us to get from our Whitegate area to the Canyon Crest area ... we shop there and have friends that live over there ... by it being blocked I have no incentive to drive all the way around and shop at Canyon Crest.
3. We will save on gas and pollution by cutting down our driving.
4. We carpool with a family on the "other side" for school. Since yesterday with the close of the gates, we are now again unable to do this and now there is another car on the road and more traffic and pollution.

As you can see in this email, I am asking that you do the RIGHT THING for the MOST people of Riverside

Thank you for your time, Local and long term residence, caring citizen and father of 3.

Jeff White, Vice President

PCN - Professional Communications Network

Providing Quality Call Center Services for 20 Years

951-341-8484 (O.N.E. Number)

JWhite@PCNanswers.com

March 15, 2011

City of Riverside
Community Development/Planning
Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522

RECEIVED
MAR 22 2011
OFFICE OF THE MAYOR

Re: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

I am concerned that increased heavy traffic on Victoria Avenue will destroy the ambience of hiking, biking, dog walking. Victoria Avenue is a major recreational area and a linear park. Prop R and Measure C protect Victoria Avenue from heavy traffic.

Victoria Avenue is on the National Register of Historic Places. Riversiders' have been protecting Victoria Avenue since 1929.

I ask you not to put the bridge across the environmentally sensitive area of the Alessandro Arroyo and keep the Moreno Valley traffic on the freeway – not through our neighborhoods.

Sincerely,



Carol Sessa
2561 Stonegate
Riverside, CA 92506

Cc: Riverside City Clerk, Mayor and City Council

March 15, 2011

City of Riverside
Community Development/Planning
Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522



Re: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

I love Victoria Avenue. I love the Greenbelt. I support Prop R and Measure C. I have lived in the Greenbelt for over 50 years. It makes me proud to be a Riversider. The citizens managed to preserve agriculture, open space, beauty, and a way of life that lifts the heart.

A drive along Victoria Avenue with hundred and ten year old Eucalyptus trees, brought from Australia as seeds, nurtures the soul. The smell of the blossoming of citrus in the spring is better than a fine glass of wine.

Please take the Overlook Parkway connection off of the General Plan and continue to allow the farmers to farm and the people of Riverside to enjoy historic Victoria Avenue. 20,000 cars have no place in our Greenbelt. Prop R and Measure C were enacted by the people of Riverside so they could enjoy the area's amenities.

Yours truly,

Betty Yoakam
7325 Pontoosuc Ave
Riverside, CA 92504

Cc: Riverside City Clerk, Mayor and City Council

March 15, 2011

City of Riverside
Community Development/Planning
Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522



Re: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

Prop R and Measure C are the people's law here in Riverside. These laws have been upheld by the California Supreme Court and withstood a repeal effort by a local developer.

Prop R and Measure C limit the growth in the RA-5 and RC zones, one house per five acres in the residential agricultural zone (RA-5) and one house per two acres in the residential conservation zone (RC).

The Greenbelt, a 5,500 acre agricultural preserve, is to be protected from heavy traffic.

I have lived in the Greenbelt for 40⁺ years and am an avocado grower. I wish to continue farming. Tens of thousands of cars streaming down Madison St to the 91 freeway make farming dangerous and virtually impossible.

R and C protect farming. Connecting the Overlook Parkway over the Alessandro Arroyo encourages cut thru traffic seeking an easier route to the freeway. If Madison Street becomes clogged, these commuters will drive down Victoria Avenue to Adams Street to the freeway.

Again, Victoria Avenue is on the National Register of Historic Places.

Victoria Avenue is in the Greenbelt and is to be protected from heavy traffic.

Sincerely,

Christa Aspittle
7319 Pontoosuc Ave
Riverside, CA 92504

Cc: Riverside City Clerk, Mayor and City Council

* MY RANCH PROPERTY AT 2525 MADISON HAS OVER 380' FRONTAGE ON MADISON.

March 15, 2011

City of Riverside
Community Development/Planning
Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522

RECEIVED
MAR 22 2011

OFFICE OF THE MAYOR

Re: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

I am opposed to the Overlook Parkway connection. This extension will destroy our riding trails in the Greenbelt due to the increased amount of traffic.

I have been riding my horses for over 30 years in the Greenbelt and cringe at the thought of all that Moreno Valley traffic cutting through this safe area.

Please remember Prop R and Measure C were put into law by the people to preserve these wonderful open spaces where people can ride horses.

Sincerely,

Mary Amata
2150 St. Lawrence St
Riverside, CA 92504



Cc: Riverside City Clerk, Mayor and City Council

March 15, 2011

City of Riverside
Community Development/Planning
Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522



Re: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

We have lived in the Riverside Greenbelt for twenty years. While the traffic on Madison Street is four times more than it was twenty years ago, we still love to live here. We enjoy beautiful Victoria Avenue and greatly appreciate being surrounded by citrus groves.

Proposition R and Measure C had already passed when we bought our home. R and C guarantee that the Greenbelt will be protected from heavy traffic. Heavy traffic and agriculture do not mix.

The Overlook Parkway connection will bring twenty to twenty-five thousand cars daily into the Greenbelt, disrupting agriculture and destroying Victoria Avenue.

Please permanently remove the Overlook Parkway connection from the General Plan.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Don and Keri Beaudoin'.

Don and Keri Beaudoin
2271 Madison Street
Riverside, CA 92504

Cc: Riverside City Clerk, Mayor and City Council

March 16, 2011

Mr. Gus Gonzalez
Associate Planner
City of Riverside

RECEIVED

MAR 17 2011

City of Riverside
City Clerk's Office

Mr. Gonzalez,

After attending the March 9, 2011 meeting which pertained to the Environmental Impact Report for Crystal View Terrace, Green Orchard Place, and Overlook parkway I felt it necessary to comment on the suggested plan to connect Overlook Parkway. First of all this issue has been up for consideration before and was rejected and removed from the general plan according to one of the speakers who attended the meeting. This person was on the planning commission when this was last done. What confuses me is how the bridge got back on the general plan. All this project would accomplish would be a creation of a traffic problem. Once the traffic gets to Washington Street there would be absolutely no where for it to go. The area has nothing but two lane streets with draining ditches and several blind turns. There would be a huge safety issue not to mention unmanageable traffic. When the traffic finds its way to the 91 freeway, polluting the neighborhoods as the commuters throw trash out of their cars not to mention the air quality, it will probably make its way to Madison Street. Madison, as you might remember, underwent a face lift several years ago which brought it down to one lane in either direction. Once you get through the neighborhood of Casa Blanca you have railroad tracks (another safety issue). I am sure that the citizens of Casa Blanca are not too interested in the increased traffic 100 to 500 times over. If you are familiar with this neighborhood you will know that there is a lot of pedestrian traffic (another safety issue). All of this for what? So commuters from another city can be accommodated?

The area in question is protected by Proposition R and Measure C. These are laws that were passed by the voters of the city of Riverside. This area is used by the citizens of Riverside for horseback riding, bicycling, and jogging and not for just the residents of the area. The cost of the EIR is one thing to think about, but the cost of an almost certain law suit if this is approved is also something that should be considered. Then there are the construction costs of a bridge, all of this in an economy where cutbacks of civil employees is imminent.

In short, this is an ill conceived plan. This is a project that the majority of the citizens of Riverside do not want and it will do nothing to relieve the traffic problems of our city. It will create a new one.

Thank you,

Charles Weir

cc: Mayor Ron Loveridge, city council members, Riverside City Clerk

RECEIVED

MAR 17 2011

City of Riverside
City Clerk's Office

March 16, 2011

Gus Gonzalez, Associate Planner:

My husband and I attended the Wednesday, March 9, 2011 meeting pertaining to the Environmental Impact Report for Crystal View Terrace, Green Orchard Place, and Overlook Parkway. We find this hard to believe that we have to keep battling this issue over and over again when it should be taken off of the city plan once and for all.

Most cities have a shining gem they can call their own. New York City has Central Park and San Francisco has the Golden Gate Park. Riverside has Victoria Avenue and the Green Belt to call their own. No other city in the nation has what we have. We have more agricultural zoned land within our city limits than any other city. That makes us unique and different. Every year our population in Riverside goes up. Why is that? Because we are unique and different from all the other cities who have become solid cement. I was born in Riverside in 1949 and have seen a lot of changes, but I am still very proud to say we didn't over develop and take away our beauty and uniqueness over the years. Riverside Chamber of Commerce should be advertising that uniqueness that the citizens of Riverside have chosen to protect.

Our city council members were voted in to uphold the laws we have in this city and that includes Prop. R and Measure C. If you open Overlook Parkway and dump 20,000 cars per day onto Washington Street you are violating Prop. R and Measure C that the citizens of Riverside voted for. It clearly states in the Prop R initiative to reduce traffic in the green belt. By opening Overlook Parkway you would be increasing the Green Belt traffic. By the way, where would 20,000 cars go once they reach Washington Street if you did open Overlook Parkway? Do they go directly through the Green Belt down Dufferin Avenue or do they go down Washington to Victoria Avenue which is a protected national landmark? Why on earth would this city want to destroy one neighborhood in order to ease traffic for another city meaning Moreno Valley? It would certainly not solve anything for Riverside. Check out how other cities in California have made a point of protecting their uniqueness and beauty such as Carmel and Monterey. We have to stop selling our souls for a short term buck. And speaking of bucks, where are we getting the money to fund this EIR? Where are we getting the money to build a bridge? We are cutting school teachers every year because the city budget can't afford them. Wouldn't having enough school teachers for our children be more important than building a bridge? Put it to a vote with our citizens and I think your bridge will lose.

Sincerely,

Pati Weir, founding member of Victoria Avenue Forever, 2223 Grace St., Riverside, CA 92504

cc: Mayor, City Council, and Riverside City Clerk

From: wilkmanhistory@aol.com
Sent: Wednesday, March 16, 2011 7:49 PM
To: Jenkins, Diane; Gonzalez, Gustavo
Cc: Davis, Paul; Boyd, Tom
Subject: Re: Crystal View Corridor Gate Closure Plans

Thanks, Diane! The main interest of my neighborhood is to make sure our street system is fully integrated in the counting effort and is thoroughly studied with regard to traffic impacts and mitigation measures. I understand that some of the folks in the neighborhood have been dealing with the Overlook traffic problem since the early 1980s!

Bill

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

From: Jenkins, Diane <DIJENKINS@riversideca.gov>
To: wilkmanhistory@aol.com <wilkmanhistory@aol.com>; Gonzalez, Gustavo <GGonzalez@riversideca.gov>
Cc: Davis, Paul <PDavis@riversideca.gov>; Boyd, Tom <TBoyd@riversideca.gov>
Sent: Wed, Mar 16, 2011 5:24 pm
Subject: RE: Crystal View Corridor Gate Closure Plans

Hello Mr. Wilkman (Bill),

I wanted to let you know that we are reviewing this request and will get back to this e-mail shortly.

Thank you

Diane

Diane Jenkins, AICP § Principal Planner
City of Riverside ▪ Community Development Department ▪ Planning Division
3900 Main Street, Third Floor ▪ Riverside, CA 92522
☎ (951) 826-5625 ▪ 📠 (951) 826-5981
DiJenkins@riversideca.gov

 please consider the ENVIRONMENT before printing this email

From: wilkmanhistory@aol.com [<mailto:wilkmanhistory@aol.com>]
Sent: Wednesday, March 16, 2011 8:18 AM
To: Jenkins, Diane; Gonzalez, Gustavo
Cc: Davis, Paul; Boyd, Tom
Subject: Re: Crystal View Corridor Gate Closure Plans

Hi Diane

Thanks so much for your response to my email. It clarifies why I and my neighbors do not see any tube counters out. I looked at the calendar and it is also helpful. What it does not answer is *where* the tube counters will be placed and *where* the intersection work will occur. Can you provide this more detailed information? We are particularly concerned that our neighborhood is included in the counts at appropriate locations.

Thanks again for your responsiveness to our questions.

Bill

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

From: Jenkins, Diane <DIJENKINS@riversideca.gov>
To: wilkmanhistory@aol.com <wilkmanhistory@aol.com>; Gonzalez, Gustavo <GGonzalez@riversideca.gov>

Cc: Davis, Paul <PDavis@riversideca.gov>; Boyd, Tom <TBoyd@riversideca.gov>

Sent: Wed, Mar 16, 2011 10:05 am

Subject: RE: Crystal View Corridor Gate Closure Plans

Good Morning Mr. Wilkman (Bill),

We wanted to respond to your questions concerning the gate closures and the traffic studies. We have posted a calendar on the EIR website for the traffic study portion of the EIR. It can be found at <http://www.riversideca.gov/planning/pdf/eir/2011-TrafficCountCalendar.pdf>. This calendar will help you with dates of when the actual counts will be taken in relation to the gates being closed.

We must close the gates and then let traffic stabilize before we can actually begin the counts. We do not want to be counting traffic patterns of those who were not aware of the gates being closed and are having to turn around to find an alternate route.

Therefore, we close the gates for a week and half or so and let traffic pattern stabilize and then we begin the counts. Our traffic consultants have limited the time to keep the gates closed for the least amount of time as is possible and still get a good, qualified count.

Thanks

Diane

Diane Jenkins, AICP § Principal Planner

City of Riverside ▪ Community Development Department ▪ Planning Division

3900 Main Street, Third Floor ▪ Riverside, CA 92522

☎ (951) 826-5625 ▪ 📠 (951) 826-5981

DJenkins@riversideca.gov

 please consider the ENVIRONMENT before printing this email

From: wilkmanhistory@aol.com [<mailto:wilkmanhistory@aol.com>]

Sent: Monday, March 14, 2011 8:40 PM

To: Gonzalez, Gustavo

Cc: Davis, Paul

Subject: Crystal View Corridor Gate Closure Plans

Hi Gus

I noticed that the Crystal View corridor gates have been closed per the City's plans, yet I have seen no traffic counters anywhere north of the gates. Can you provide me with the City's detailed plans during the gate closure? I would like to know exactly what the City plans to do during the closure to evaluate traffic impacts.

Thanks so much for your attention to this matter.

Bill Wilkman

=

From: Rhonda Soulia [rhondasoulia@sbcglobal.net]

Sent: Thursday, March 17, 2011 10:03 AM

To: Paul Davis

Cc: Gonzalez, Gustavo; cnichol@riversideca.gov

Subject: April 19, 2010 letter of record

Dear Councilman Davis,

Last April, residents in Ward 4 who were interested in the status of Overlook Parkway were alerted of an upcoming vote at the April 20, 2010 city council meeting. We were told the Parking, Traffic, and Street Commissioners were recommending the completion of Overlook Parkway at that meeting (4/20) and the vote was for that issue. **We were misled.** The vote was for, instead, to just **accept the staff report** for Planning Case P10-0023 now that it (the report) was completed. At the time, believing the misinformation, I submitted an e-mail opposing the completion of Overlook Parkway until all studies had been made. Since my e-mail was submitted under a false assumption and was inappropriate for the subject of the April 20 meeting, I wish to rescind my comments.

You and I spoke last week about your intention to submit the e-mails and letters residents had sent to the mayor and city council members for consideration at the April 20, 2010 city council meeting as part of the EIR which is currently being prepared for the Crystal View Terrace/Green Orchard Place/Overlook Parkway issue. **I respectfully request you to omit my e-mail dated April 19, 2010 from the package you plan to submit as comments to the EIR.** I plan to wholeheartedly support the completion of Overlook Parkway in the event the construction gates are not removed once the current EIR is completed. I feel it would be confusing to have conflicting opinions entered into the EIR record. I will submit my comments on the EIR for the record separately.

Thank you for your cooperation in this matter. Please feel free to contact me if you have any questions or comments.

Sincerely,

Rhonda Soulia

Gwynn Court

Riverside, CA 92508

forced developers to complete the parkway up to and on the other side of the arroyo and has collected an enormous amount of money in fees for the Overlook Parkway project. I feel they should spend the money on the project for which it was collected. I also feel the EIR should address the need for the project to be left in the general plan until viable alternative routes are proposed. If alternative routes are not proposed, then Overlook Parkway should be completed. I understand it has been in the works for twenty years or so. Residents who bought homes off Overlook should not be surprised if and when the parkway is completed through to Alessandro.

In closing, I respectfully request the EIR team 1) separate the construction gates removal from the completion of Overlook Parkway issue, and 2) heavily weigh the public safety factor in regards to removing the gates as well as consideration to the improved quality of life the removal of the gates brings to the immediate community irrespective of the Overlook Parkway completion portion. Thank you for allowing me to give my input in regards to this issue.

Sincerely,

Rhonda and Larry Soulia
18063 Gwynn Court
Riverside, CA 92508

From: John Ford [rainmaker92506@yahoo.com]

Sent: Thursday, March 17, 2011 12:02 PM

To: Gonzalez, Gustavo

Subject: Overlook Parkway

Dear Mr Gonzalez,

My name is John Ford and my family and I live at 7435 Kingdom Drive in Riverside. Our home is between Overlook Parkway and Green Orchard. Recently, Green Orchard was striped and a stop sign added at the corner of Green Orchard and Kingdom, very close to our home. We are very affected by the actions and decisions made by the City of Riverside. In addition, my parents live on Crystal View Terrace and most of my family lives on "the other side". The closure of the gates is more than inconvenient; closure is harmful and dangerous. Closure impedes emergency vehicle access and denies alternative escape routes in case of an emergency. I have small children and my wife is expecting our third child due in May. I hope nothing happens that hurts my family during this time.

We have been fairly vocal in the past regarding the issue of the gates and the extension of Overlook Parkway. What is troubling is that although we have been vocal, we have not been included in any of the discussions, notifications nor processes regarding the NOP, the EIR, the closure and many of the other issues affecting the Alessandro Heights neighborhood.

Thus far, with limited information, I believe the current NOP is lacking and incomplete. I would like to schedule a time that I can come to the City to review your entire file. Also, I am curious as to what department is processing the NOP and EIR.

Please advise if there is a convenient time for me to review the file. My office number is 951 684 5678 and my cell is 951 905 8585.

Any information or links that you can forward to me via email would be greatly appreciated.

From this point forward, I request to be involved in any notifications and to be forwarded any important information or documents with respect to these issues.

Thank you,

John Ford

6850 Brockton Ave.

Suite 211

Riverside CA 92506

Office # (951) 684 5678

March 17, 2011

City of Riverside
Community Development/Planning
Attn: Mr. Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522

Re: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

I ride horses. It is difficult at best to ride my horse along the Greenbelt streets as they stand with all the traffic coming along Dufferin (going to Washington Street and the 91 Freeway) now. If the Overlook Parkway connection is opened our wonderful Greenbelt, Victoria Avenue, Greenbelt riding trails will be lost forever.

I thought that Proposition R and Measure C were in place to protect these assets. The city needs to uphold Prop R and Measure C because that is what we voted for and what we expect. We want the city council to uphold the law.

Sincerely,



Linda Sapp
2140 St. Lawrence Street
Riverside, CA 92504

Cc: Riverside City Clerk, Mayor and City Council



March 17, 2011

City of Riverside
Community Development/Planning
Attn: Mr. Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522

Re: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

I ride horses. It is difficult at best to ride my horse along the Greenbelt streets as they stand with all the traffic coming along Dufferin (going to Washington Street and the 91 Freeway) now. If the Overlook Parkway connection is opened our wonderful Greenbelt, Victoria Avenue, Greenbelt riding trails will be lost forever.

I thought that Proposition R and Measure C were in place to protect these assets. The city needs to uphold Prop R and Measure C because that is what we voted for and what we expect. We want the city council to uphold the law.

Sincerely,



Owen McLane
2140 St. Lawrence Street
Riverside, CA 92504

Cc: Riverside City Clerk, Mayor and City Council



From: sylvia [oneillterry@earthlink.net]
Sent: Thursday, March 17, 2011 1:15 PM
To: Gonzalez, Gustavo
Subject: overlook Parkway

Gus,

This is regarding the Environmental impact report for Crystal View Terrace, Green Orchard Place, and Overlook parkway.

It is unbelievable that there is consideration connecting the Overlook parkway so that the commuters from Moreno Valley can cut through our city. The White Gates – Haywarden – Victoria Ave - Green Belt regions constitute some of the crown jewels of Riverside. This is an area that would be ruined with the addition of 20,000 to 40,000 cars per day. Once they get through to Washington Street then what? This would clog up Victoria Avenue and the surrounding streets. We should not be inviting commuters to drive through our communities, adding pollution, noise, and reducing our safety.

Our city council members were elected to uphold the laws we have in this city. These include Prop. R and Measure C. In a time when budgets are tight and redevelopment funding going away, any other use of these funds would be better spent.

Please do not destroy our community

Sincerely,

Dr. Terrence O'Neill
2240 Grace Street
Riverside, CA 92504

cc: Paul Davis
cc: Ron Loveridge

March 17, 2011

City of Riverside
Community Development/Planning
Mr. Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522

RECEIVED
MAR 22 2011
OFFICE OF THE MAYOR

Re: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

To whom it may concern:

The Riverside County Board of Supervisors has approved an 11,000 home development (the Villages at Lakeview) on the 215 Freeway near Nuevo, CA. It is easy to see that the majority of these people will be using any means to drive to Orange County and Los Angeles. Overlook Parkway, if connected, will become a major thoroughfare for these commuters. Our beautiful neighborhood will be destroyed by unimaginable numbers of vehicles traversing our local streets, the noise and pollution will become unmanageable and create an unhealthful environment.

Our access to the 91 Freeway at Madison Street will be severely impacted because of the Burlington Northern Santa Fe railroad line on Madison adjacent to the Freeway entrance. When trains are idling at this intersection the traffic will probably back up to the 215 freeway making it a safety issue. These cars will attempt to use local Casa Blanca streets (full of playing kids and narrow) and will become a gridlock.

Proposition R and Measure C laws need to be upheld to protect our communities.

Yours,

Stuart Weiner
2090 St Lawrence
Riverside, CA 92504

Cc: Riverside City Clerk, Mayor and City Council

From: Rhonda Soulia [mailto:rhondasoulia@sbcglobal.net]
Sent: Thursday, March 17, 2011 10:10 AM
To: Gonzalez, Gustavo
Subject: Comment for the record re: EIR Overlook Parkway (P11-0050)
To Whom It May Concern,

Regarding: Comments for the record of the EIR Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

****Please provide acknowledgment of receipt of this e-mail****

I am a resident in the vicinity of Overlook Parkway and Crystal View Terrace. For me, this EIR is important in order to remove the construction gates located on Crystal View Terrace and on Green Orchard Place. As you are aware, for the past two years these construction gates have been consistently open. Before that, they were closed completely at times and other times partially open. When they were closed, some bold people cut off the locks; when they were open, some selfish people put on their own locks. It has been a bone of contention for awhile. Recently the city implemented some traffic safety measures per the resident's requests and I would now venture to say most residents are content with the gates being open.

Having the gates open has given us residents a certain peace of mind knowing emergency services can get to a situation with the quickest response time. We have heard from the fire department in the past confirming the quicker response time afforded by the open gates as well. To me, and many of the supporters to remove the construction gates, Public Safety has always been the number one issue. Nowhere in the NOP of EIR was there a reference to analysis of public safety. Perhaps it is not an "environmental" element but it is certainly an important one-the most important one. Not only the ability of emergency services to aide residents is at issue but also the ability of residents to have alternate routes available for evacuation purposes is imperative. Closing the gates, to us, is akin to shooting fish in a barrel-we will be vulnerable and for no good reason.

Whether the EIR results in a recommendation to complete Overlook Parkway or not, the removal of the gates should be treated as a separate issue. The majority of traffic flowing through the two gates has already proved to be mainly residents who live on either side of the gate using the roads for every day life-church, school, going to and from work, shopping, sports, and other family activities. Families are the ones who suffer if the gates are not removed. As far as the environment goes, more than two years of usage should have shown a negligible impact to the immediate environment. The road has already been built and can more than handle the amount of traffic traveling through, there has been no damage to plant life that wasn't already done in the development of the lots, same goes for the wildlife except for the occasional dead bunny and squirrel, the air quality seems to be just as bad as when the gates were closed, and I have never seen a kangaroo rat neither before nor after the developments were completed so I can't see an impact there. Coyotes and bobcats still roam the area and once in awhile steal a family pet. Life seems to be the same, so to the lay person, there just isn't a reason to leave the gates in.

Concerning completing Overlook Parkway, I would like the EIR to address whether a scaled-down Overlook Parkway would be an alternative (address in Scenario 3 and/or 4?). The city has allowed developers to add quite a bit of new housing in the immediate area of the arroyo yet has not allowed for residents to commute around the expansive city. Putting Overlook Parkway through as a four-lane street is offensive to certain citizens but maybe it makes sense to complete it as a two-lane street. Perhaps then, the projected amount of traffic through the "greenbelt" would be less and residents would still be able to move through town more easily. The city

March 17, 2011

City of Riverside
Community Development/Planning
Mr. Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522

RECEIVED
MAR 22 2011
OFFICE OF THE MAYOR

Re: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

The Overlook Parkway is planned to cross the Alessandro Arroyo. This is one of the most beautiful natural wonders of Riverside. It contains a "Blue-Line Stream". The riparian habitat must be protected according to State and Federal Law.

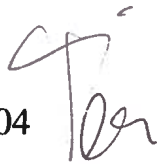
Since 2005, when the last study was done for the Riverside General Plan, the channel has changed and the delineation for the waters of the State, waters of the U.S. and the wetlands need new delineations.

Our unique and beautiful Arroyos must be protected according to Prop R and Measure C and the City of Riverside grading ordinance. We ask you to study the impacts of building a bridge across this arroyo with tens of thousands of cars, trucks and other vehicles passing over this beautiful arroyo producing pollution and environmental devastation.

Take this project off the Riverside General Plan

Gratefully,

Teri Briscoe
2050 St Lawrence
Riverside, CA 92504



Cc: Mayor and City Council , Riverside City Clerk,

3-17-2011

City of Riverside
Community Development/Planning
Mr. Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522

RECEIVED
MAR 22 2011
OFFICE OF THE MAYOR

Re: Overlook Parkway Project/Crystal View Terrace/Green Orchard Place

Mr. Gonzales:

As a long-time resident of Riverside and the Greenbelt, I object to the outrageous idea of connecting the Overlook Parkway and/or opening the gates at Crystal View Terrace just to allow Moreno Valley commuters easier access to the 91 Freeway.

More and more homes are being planned for Moreno Valley. The whole east end of Moreno Valley is going to explode with people living on high density lots. These folks are going to be desperately looking for ways to get to work. If the Overlook Parkway is opened all these commuters and more (the word will spread like wildfire) will be driving through our neighborhoods. They should be using alternative pathways like Van Buren, Cajalco or more importantly an expanded freeway system.

The people voted for Proposition R and Measure C to protect our neighborhoods, Victoria Avenue and the Greenbelt from heavy traffic. Abide by our laws.

Always,

Frank Matlock
2190 St Lawrence
Riverside, CA 92504

Cc: Riverside City Clerk, Mayor and City Council

March 18, 2011

City of Riverside
Community Development/Planning
Mr. Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522

RECEIVED
MAR 22 2011

OFFICE OF THE MAYOR

Re: P11-050 Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

To Mr. Gonzalez,

I live off La Sierra Avenue. My husband and I moved here because the homes were on nice sized lots, the traffic was almost non-existent and it was quiet.

Several years ago, high density housing was approved near La Sierra Avenue. Some arrangement was made where the developer was able to put in higher density housing in an area that was supposed to be mini-ranches.

La Sierra Avenue cannot handle the traffic that is coming out of these massive subdivisions. It is backed up for blocks at times. I have difficulty exiting onto La Sierra from my neighborhood. I can only image what the traffic congestion will be like if Overlook is opened. It will be like a dam breaking and the flood waters will inundate everything down stream.

Unfortunately, if this project goes through, there will be constant vehicular gridlock in both directions on our neighborhood streets. Huge numbers of Moreno Valley commuters travelling back and forth from home to work will severely impact our quiet and serene neighborhoods.

We citizens put into law Proposition R and Measure C that is supposed to reduce heavy traffic in the Greenbelt, Victoria Avenue and reduce costly urban sprawl. Please remove this project from the Riverside General Plan.

Cordially,



Suzanne Russell
17750 Crown Creek Circle
Riverside, CA 92503

cc: Riverside City Clerk, Riverside Mayor and Riverside City Council

From: IRIEPETERS@aol.com

Sent: Friday, March 18, 2011 7:43 PM

To: Gonzalez, Gustavo

Subject: Overlook Parkway Case # P110050

Dear Mr. Gonzalez:

We are writing to express our concern regarding connecting the upper and lower Overlook Parkway. We live at the lower area and daily witness the traffic that already drives too fast and commonly blows right through the stop signs. The increase in traffic that this connecting would create would not only cause Overlook to become a major thoroughfare for traffic, but also all of the connecting streets: Washington, Victoria (which would lose much of what the City takes pride in preserving along Victoria). And all of the streets that connect to the freeways already often have backed up traffic, especially at peak traffic hours.

We respectfully ask that this proposal be reconsidered for all of these reasons.

Gary and Iris Peters

1443 Rimroad

Riverside, CA 92506

March 18, 2011

City of Riverside
Community Development/Planning
Mr. Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522

RECEIVED
MAR 22 2011

OFFICE OF THE MAYOR

Re: P11-050 Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

Mr. Gonzalez,

I have lived, worked and raised my family in Riverside since the 1960's. I have enjoyed driving through the Greenbelt and Victoria Avenue hundreds of times over the years. Furthermore, my children and I have ridden our horses along Victoria Avenue and the Greenbelt too many times for me to remember. However, these memories will always be with them their entire lives.

I have had many friends and business associates from various countries comment on how beautiful and unique these landscapes are. They have never seen anything so beautiful before. One of their comments that repeat over and over is "how thoughtful the city planners have been in preserving the Greenbelt and Victoria Avenue." I have to correct them and tell them that it was the People, not the planners that had the foresight to preserve these one-of-a kind landmarks by necessitating the passage of voter approved laws: Proposition R and Measure C.

You see, Proposition R and Measure C require the city to reduce heavy traffic in the Greenbelt and Victoria Avenue. If this project proceeds and connects the various segments of the Overlook Parkway or opens the gate at Crystal View Terrace the floodgates from Moreno Valley will inundate the neighborhoods of Arlington Heights, Victoria Avenue, Casa Blanca, Whitegates and Hillcrest with unfathomable numbers of vehicles attempting to access the 91 freeway at not just Madison Street, but also Adams and Arlington streets.

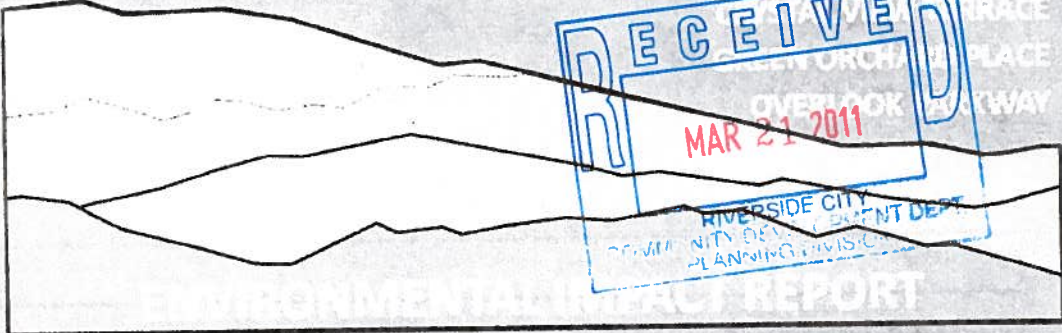
The addition of thousands more vehicles into our neighborhoods because of the opening or Overlook is unconscious able. Take this project off the Riverside General Plan and don't break a law overwhelmingly put into law by the People.

Gratefully,



Brenda Focht
4185 Carney Court
Riverside, CA 92507

Cc: Riverside City Clerk, Mayor and City Council



PUBLIC SCOPING MEETING

3900 MAIN STREET • CITY COUNCIL CHAMBERS • WEDNESDAY • MARCH 9, 2011 • 6:30 PM

This meeting is being held to give the public and interested parties an opportunity to submit comments regarding the potential environmental impacts of the proposed project. This information will be used to develop the scope and content of the Environmental Impact Report (EIR) for the project to be described at this meeting. Please record your comments in the space provided below and submit this form to City staff at the conclusion of the meeting. **You may also submit this form to City staff if you wish to speak at today's meeting.** Comments can also be submitted to City staff after today's meeting. All comments submitted after today's meeting should be hand-delivered, mailed, or e-mailed directly to the Planning Division located at 3900 Main Street, Riverside, CA 92522. Comments submitted via e-mail should be forwarded to Gus Gonzalez, Associate Planner, at ggonzalez@riversideca.gov. All comments must be received no later than **Wednesday, March 25, 2011 by 5:00 p.m.** Thank you.

Comments:

See attached

Use back of sheet if additional space is needed

Name (please print): Sylvia O'Neill Signature: *Sylvia O'Neill*

Mailing Address: 2240 Grace St Riverside, CA 92504

E-mail Address: oneillterry@earthlink.net

3900 Main Street
Riverside, CA 92522
(951) 826-5371
www.riversideca.gov/planning

March 18, 2011

Gus Gonzales, Associate Planner:

I have recently become aware of the proposed highway to connect Overlook Parkway. As a citizen living the Greenbelt I am strongly opposed to this project.

It is my understanding from reading the documents of Proposition R and Measure C that was passed in 1987, that this highway could not even be considered. What happened to **"Preserve, protect and promote citrus and agriculture uses", "Reduce traffic congestion resulting from rapid growth" "Preserve and protect open space and land", and Preserve the vitality of older neighborhoods"**? Do we just ignore what prior city officials had the foresight to predict the future and try to save a treasure that helped make Riverside what it is today?

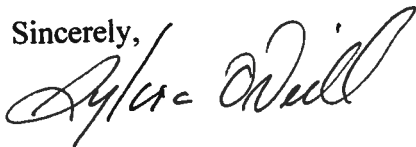
There are many reasons to reconsider this project. Why do we want to spend what little money the city has on a project that primarily benefits the Moreno Valley citizens, saving them a few minutes as they race through our city to get to the 91 freeway. I do believe there is much better use for these funds that can actually benefit the citizens of Riverside. Not only will there be a cost of the construction, but there will continue to be a unending cost of upkeep, trash clean up in one of the most pristine sections of Riverside, and in increase patrol of policeman in this area.

The Green Belt, Hillcrest and Hawarden Hills residents are not the only citizens that make use of this area. On a daily basis you will find, joggers, horseback riders, the Riverside Running Club, and Riverside Cycle Club, cross country teams from Poly, Ramona, CBU using this area as it is rural, safe and in general quite of cars. There will my many more accidents and more crime and this will no longer be safe or possible with an additional 20,0000 cars, most who don't care about our city. Again the Riverside citizens will be the ones loosing out.

We elected our local city council members believing that they cared about the city of Riverside and in preserving those unique qualities that make our city shine from surrounding cities. Please look to the future and what is really right for our city and do not sell out or turn your back on our community. I know if you personally ask the citizens in our community you will get an overwhelming NO on this project.

It is your job to preserve this area and to represent us here in this community. Do not fail us.

Sincerely,



Sylvia O'Neill
2240 Grace St.
Riverside, CA 92504

cc: Mayor Ron Loveridge, City Council (Ward 4) Paul Davis, City Clerk-Colleen J Nicol

March 18, 2011

City of Riverside
Community Development/Planning
Mr. Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522

RECEIVED
MAR 22 2011

OFFICE OF THE MAYOR

Re: P11-050 Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

Mr. Gonzalez,

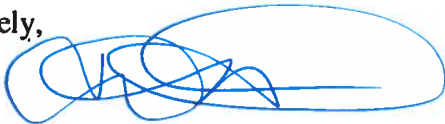
I live and work in the Arlington Heights Greenbelt. I am a horse trainer and make my livelihood from training people how to ride horses. I also train horses. I have found that the Greenbelt offers a rich assortment of quiet streets and trails upon which I can work-safely. I moved here because of the quiet and peaceful environment and that Proposition R and Measure C protects these areas from stifling urban sprawl and heavy traffic use.

If the Overlook Parkway and the Crystal View Terrace gates are opened the effect of thousands upon thousands of additional vehicles, cars, trucks, big rigs, and motorcycles will absolutely destroy these wonderful areas. I have already noticed a huge increase in the number of vehicles traversing Bradley Street down to Dufferin Avenue and then to Adams Street frantically racing to the 91 Freeway. I have had several close calls with vehicles almost hitting me while on horseback, or worse they honk their horns and yell obscenities at me while I am peacefully riding and enjoying the day.

Please take the Overlook Parkway and the Crystal View Terrace project off the general plan because it will destroy my work environment and an incredibly beautiful aspect of Riverside.

Please uphold the laws that are written in Proposition R and Measure C by protecting it from heavy traffic and keeping our open spaces free from urban sprawl.

Sincerely,



Stephanie Bush
2180 Gratton St
Riverside, CA 92504

Cc: Riverside City Clerk, Mayor and City Council

March 18, 2011

City of Riverside
Community Development/Planning
Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522

Re: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

Dear Mr. Gonzales:

I currently live in the Arlington Heights Greenbelt at 2489 Madison street, 92504 and farm avocados with my wife. We have been farming avocados since 1979. We are also avid hikers and equestrians. It is getting more difficult to ride on the sides of Greenbelt streets due to the increased traffic caused by folks attempting to get the 91 Freeway and the other direction: back up to Washington street and driving points East. These drivers are at times extremely dangerous in practicing their driving skills (lack thereof), besides being at times rude and inconsiderate. Most don't live here and therefore don't care. The locals are considerate and cautious because they appreciate the Greenbelt. We recognize the local drivers and are always waving to them and they back to us.

My family roots go back 4 generations in Riverside and I am immensely proud of my ancestors' many civic accomplishments over the last two centuries. I received my education from the Riverside Unified School District, German and Swiss schools, RCC, and the University of California Riverside, among others. I have travelled the world extensively and have been to every continent except Antarctica. The reason I am stating these facts are several: 1-I have seen what the world has to offer and always return to Riverside because I am proud to be a Riversider. I am glad to have inherited the vision and courage of my Riverside ancestors in helping with the preservation of precious, rare and incredibly beautiful public assets, 2-My family has invested generations of effort in these preservations and I will not be the last one to do so. These public assets to which I am referring are in this case specifically Victoria Avenue and the Arlington Heights Greenbelt.

The concept of creating a city circulation plan that fully recognizes the mass movement of vehicles from an outlying area (Moreno Valley) to the 91 Freeway through the Greenbelt and Victoria Avenue is naïve and inconsiderate of the people who pay their salaries. I am insulted that someone will dictate to me that it is important that these folks have a right to get to wherever they want to go while destroying something that is precious and irretrievably damaged by allowing them to use my neighborhood streets as high speed thoroughfares. How dare you allow such a thoughtless atrocity? Let these commuters use the freeways, not our rural community streets and avenues. How dare them. Expand the freeways to accommodate the additional growth, not destroy our hard fought privacy and peaceful solitude that many have worked so hard to preserve, not just for this generation but many future generations to come.

Look at what you are trying to do. Think about the consequences not in just traffic studies nor ecological ramifications or other containers of legal distraction, but in the "human costs" associated with these indifferent "traffic flow" concepts. The downstream roads cannot handle the traffic loads. Road modifications will exacerbate the problem. The intersections at cross-streets like Victoria and Washington will be backed up for miles and cause severe safety issues for police, fire and ambulance. The same goes for the BNSF railway crossing and the intersections at Adams, Madison, and Mary streets where they intersect Indiana avenue. The 91 freeway will not function at Madison street and Adams street because the on and off ramps will also be backed up. I live near these intersections and these frightening visualizations are happening now. Think about how you will destroy and kill a remarkable vibrant Victoria Avenue and wreck the peaceful community of the Greenbelt. I sense that you do not care, apathy is insidious. This is where this conversation of destroying our neighborhoods needs to stop. Permanently!

These areas, Victoria Avenue and the Arlington Heights Greenbelt are protected by law from the intrusion of "heavy traffic". What gives our government the right to disrespect these laws voted into being by "the People"? This concept is a fundamental basis for our democratic method of government. You take these rights away and you are left with tyranny. We best not go that latter direction. Even if you were to create grade crossings or improve freeway on and off ramps, there would still be gridlock on our streets. Our first responders would never get through to emergencies.

The Overlook Parkway connection must not happen. The opening of the gates at Crystal View Terrace must not be opened. If you do recommend to proceed with the completion of the bridge across the Alessandro Arroyo and the opening of the Gates at Crystal View Terrace and allow the multitudes of polluting, noisy, trucks, cars and other vehicles into our protected neighborhoods and avenues then you will be responsible for two very serious consequences: 1) breaking a long established law (Proposition R and Measure C) and, 2) lawsuits as a result of arrogantly defying the law, and the possible political reprisals of a tenacious grass roots organization the likes of which has not been seen since the 1960s.

I implore you to think of the very long term and take a right and courageous stand by removing the absurd concept of connecting the Overlook Parkway or opening the gates at Crystal View Terrace from the Riverside General Plan. And do it permanently and soon. Instead focus on improving and expanding the local freeway systems. Stop spending our tax dollars on frivolous endeavors under the guise of poor forethought and edacious wasteful actions.

Sincerely,

The image shows two handwritten signatures in blue ink. The first signature, on the left, is 'Kurt Gunther' and the second, on the right, is 'Maria Gunther'. Both are written in a cursive, flowing style.

Kurt Gunther

Maria Gunther

Cc: Riverside City Clerk, Mayor and City Council

March 18, 2011

City of Riverside
Community Development/Planning
Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522

RECEIVED
MAR 22 2011
OFFICE OF THE MAYOR

Re: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

Dear Mr. Gonzales:

I am deeply concerned that traffic generated by the completion of the Overlook Parkway or the opening of the gates at Crystal View Terrace will severely impact my access to Dufferin Avenue. My husband and I bought property in the Riverside Greenbelt with the understanding that Proposition R and Measure C protected it from heavy traffic and allowed us to have horses on our property.

Right now the increased traffic from Bradley Street (cut through from Washington) is overwhelming. I can not imagine what the traffic would be like once the hordes of commuters drive from Moreno Valley to Orange County through our neighborhood.

These commuters should be using the 91/215/60 interchange to get to their work destinations. Providing a shortcut (via Overlook Parkway) to the 91 Freeway destroys our Greenbelt neighborhoods, Whitegates, Casa Blanca, Hillcrest, and Arlington Heights.

The Overlook Parkway must be taken off the general plan. An alternative is to add an additional lane to the 91 freeway.

Sincerely,

Allison Reynolds
2250 St Lawrence
Riverside, CA 92504



Cc: Riverside City Clerk, Mayor and City Council

March 18, 2011



**City of Riverside
Community Development/Planning
Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522**

Re: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

The connection of the Overlook Parkway will drastically reduce our property values in Hill Crest, Hawarden Hills and Whitegates which will also reduce your property tax income for the City. Our lifestyle that we have worked so hard to obtain will be for naught if this project goes through. I anticipate increased crime, gang activity, noise and destruction of our semi-rural lifestyle. Currently the speed of traffic is 35mph if this goes through we will see speeds up to 50 mph which will greatly increase the danger of pedestrian crossing and entering the street via motor vehicle.

We don't need Moreno Valley traffic destroying our neighborhoods cutting through to the 91 freeway. It is easy to imagine the increase traffic on Washington Ave. will destroy what we have preserved for many years, and the traffic will back up because of stopped trains on the BNSF line.

Sincerely,

**Steven, Cathy Kienle
7070 Wyndham Hill Dr.
Riverside, Ca 90506**

From: Butcher, Andy [andy.butcher@luxfer.net]
Sent: Saturday, March 19, 2011 7:33 PM
To: Gonzalez, Gustavo
Subject: EIR in Crystal Ridge

Gus Gonzalez, Associate Planner
ggonzalez@riversideca.gov

Dear Gus

I am writing to you concerning the EIR in Crystal Ridge. Currently I use either Crystal View Terrace or Green Orchard to get from my home on nearby Kingdom Drive to access Hawarden School, The Grove Preschool and the local business in Mission Grove Plaza, where for example my son is studying TaiKwanDo.

Today I had a much extended journey while the "gates" were shut for the city's study, which necessitated me taking a much longer journey down Overlook, Victoria and Arlington, occupying our roads and damaging the environment. I hope the study will be concluded soon and the gates re-opened.

In the longer term, I would ask that the gates are finally removed, following the survey. I am concerned particularly about the safety aspects of retaining the gates, which inevitably delays Emergency Services accessing my home any time they are closed (I have two young children), as well as extended journey times to schools. I have seen the previous studies which showed that Crystal Ridge and Green Orchard are being used by local residents, and I urge that this important access be retained.

Yours

Andy

Andy Butcher
7545 Kingdom Dr
Riverside CA 92506

March 19, 2011

City of Riverside
Community Development/Planning
Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522

RECEIVED
MAR 22 2011
OFFICE OF THE MAYOR

Re: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

I am absolutely dead set against connecting the Overlook Parkway across the Alessandro Arroyo. If the road is connected then there will be thousands and thousands of vehicles, trucks, loud motorcycles barreling though the Greenbelt. The Greenbelt is an agricultural area and should not have tremendous numbers of vehicles impacting our lifestyle.

I am especially concerned because I ride horses here and have so for many decades. I purchased my home in order to have my animals close to me on my property. I can see what will happen if this road is connected because it is happening already on Bradley-Jefferson-Dufferin-Adams streets. Huge numbers of cars and equipment, including big-rig trucks destroy our rural lifestyle. Many times my horse has spooked because of people unnecessarily honking their horns and issuing cat-calls. They also drive too fast.

Please do not allow this travesty to occur. The city has done a poor job of protecting the Greenbelt from heavy traffic. Prop R and Measure C need to be enforced. The city needs to be more diligent in protecting our Greenbelt neighborhoods.

Sincerely,

Karren Davidson
2121 St. Lawrence St
Riverside, CA 92504



Cc: Riverside City Clerk, Mayor and City Council

CORRECTED

City of Riverside
Community Development Department
Planning Division

3900 Main Street
Riverside, CA. 92522



March 20, 2011

RE: OBJECTION TO BRIDGE ON
OVERLOOK PARKWAY

To Whom It May Concern:

My husband and I purchased a lot, and built our home on Woodvale Lane in 1984. We searched many areas, and looked at numerous homes before deciding that this was the area in which we wanted to live. It offered the best of two worlds: a rural one with horse properties, citrus groves, hills, and beautiful Victoria Avenue, and easy access to downtown Riverside. I moved my horse from a boarding facility in Redlands (a forty minute commute on a good day) to Casa Rosa Farm, located at Washington and Kitchner, just minutes from our home.

Because Prop R and Measure C, both voter mandated, were in place, we felt that this area would be protected from the uncontrolled growth we have witnessed in surrounding communities such as Moreno Valley. Sadly, we were mistaken. The once magnificent hills, in which we walked our dogs, have disappeared, and what should have been protected by existing laws, has been gradually and systematically eroded by the very people charged with protecting it.

In my quest to have you reconsider your plan to build a bridge across the arroyo at the end of Overlook Parkway, I would like to refer you to one of your own documents: "Historic Preservation Element of the City of Riverside General Plan." This document states that: "Historic preservation plays a vital role in maintaining Riverside's character and identity. The purpose of this preservation element is to provide guidance in developing and implementing activities that ensure that the identification, designation and protection of cultural resources are part of the City's community planning, development and permitting processes." This document was adopted and incorporated into the city's General Plan February 18, 2003.

In 1994, according to this document, the city's new General Plan was adopted and incorporated a "Community Enhancement Element," which included ... "Historic Preservation goals and policies. This component is unique because it integrates, in one goal, the City's objectives of conserving the urban historic citrus-based cultural landscape, preserving the historic and architecturally significant structures and neighborhoods, and supporting and enhancing its arts and cultural institutions. The plan

further recognized historic preservation as a land use planning activity, tourist attraction and economic development tool.”

In 2000, funds were allocated to complete an “intensive level survey of the Eastside and Casa Blanca neighborhoods.” These areas encompass some of Riverside’s most ethnically and culturally diverse neighborhoods.”

Further quoting from this document, “ As of 2002, the City of Riverside recorded 108 City Landmarks, over 1,000 Structures of Merit, nine Historic Districts, three Neighborhood Conservation Areas, and twenty National Register of Historic Places properties.” “The historic preservation element has been created specifically to complement the present and future goals of land use planning for the City of Riverside.”

The National Historic Preservation Act (NHPA) established the National Register of Historic Places program, which provided a review process for “protecting cultural resources.” Section 106 of the Act provided a “review procedure to protect historic and archeological resources that are listed in or eligible for listing in the National Register of Historic Places from impacts of projects by a federal agency or projects funded or permitted by a federal agency.” The California Environmental Quality Act, enacted in 1971, requires agencies, both state and local, to consider the impact of projects, not only on the environment, but on historic resources and archeological sites as well.

The Cultural Resources Ordinance (Title 20, Chapters 20.05 through 20.45 of the Riverside Municipal Code) is: “the primary body of local historic preservation laws.” It established the...”authority for preservation, the composition and administrative requirements of the Cultural Heritage Board, criteria for evaluating projects affecting cultural resources, and procedures for protecting and designating significant cultural resources.”

To further quote from this document, a Cultural Heritage Landmark is: “ A cultural resource of the highest order of importance.” Here, it is imperative to note that Victoria Avenue has been designated a City of Riverside Cultural Heritage Landmark, and was added to the National Register of Historic Places October 26, 2000, reference number 00001267.

There is no question that the planned bridge, connecting the two Overlook Parkways, would inextricably change this area, destroying not only this neighborhood along with its unique character and identity, but the historic Victoria Avenue and the Casa Blanca neighborhood as well. The recent beautification of Madison Street and construction of a new library, replete with its new technology, would represent projects giving false hope to this underserved ethnic area.

As residents of this neighborhood, there is no question that we would be impacted not only by the increased traffic, but by noise and air pollution as well. We pay among the highest property taxes in the city, can expect a decrease in property values, without a

decrease in taxes, and all of this to accommodate residents of a city built without an intelligent growth plan, or revenue to pay for this structure, and its financial support.

I urge you to read your own plan documents, abide by your commitment to preservation, and the voters' wishes to limit growth and preserve this community's character and identity. I offer, as an alternative, your own plans for a Cajalco Expressway, connecting the 215 and the 91 freeways. This offers a direct connection of these highways with the least impact on identified historic areas.

Respectively submitted for your consideration,

Charis Pond

Charis Pond
1480 Woodvale Lane
Riverside, CA. 92506

horseyone@earthlink.net

Please note -

Corrected - Original

① Year (type indicated 2001)

② Prop C - misnamed -
corrected to Measure C

Charis Pond

March 20, 2011

City of Riverside
Community Development/Planning
Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522

RECEIVED
MAR 22 2011

OFFICE OF THE MAYOR

Re: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

I have lived in this area for over ten years. The area is great, however in the last year I have noticed significant increase in traffic when the Gates at Crystal View Terrace are open. These cars speed down the hill (and also uphill) using our neighborhood as a cut-thru to the 91 Freeway on Madison Street. Sometimes when I walk down to Overlook and Washington St, I take a break and see where the cars go. Almost all the cars turn right onto Washington and make an immediate dangerous left turn on Dufferin, which is in the Arlington Heights Greenbelt. It seems like these cars are going at least 60 miles an hour racing down our normally quiet neighborhood streets. Pretty scary. I thought these areas are to be protected from heavy traffic.

We virtually have a crime-free neighborhood and opening the gates or putting the bridge in will allow easy access for the criminal types from outlying areas.

I don't want the Overlook Parkway connected because it will destroy my neighborhood. Please, please, get it off the City's general plan, now!

Sincerely,

Mollie Richards

Mollie Richards
7178 Orozco Dr.
Riverside, CA. 92506

Cc: Riverside City Clerk, Mayor and City Council

City of Riverside
Community Development Department
Planning Division

3900 Main Street
Riverside, CA. 92522

March 20, 2001



RE: OBJECTION TO BRIDGE CONSTRUCTION ON OVERLOOK PARKWAY

To Whom It May Concern:

We are 100% against the construction of a bridge across the Alessandro Arroyo to connect the two sections of Overlook Parkway. The amount of traffic generated by the completion of Overlook Parkway and the opening of gates at Crystal View Terrace would destroy our neighborhoods. We moved here because of the semi-rural atmosphere and the proximity to neighborhoods in the Prop R zoned areas.

To allow the tens of thousands of daily vehicles through our neighborhoods, Victoria Avenue and the Greenbelt, would adversely affect our lifestyle because of the dramatically increased traffic congestion, noise, pollution, crime and stress.

Also, the intersection of Madison Street and the 91 Freeway cannot handle the projected numbers of vehicles as a result of this roadway being connected. It is easy to visualize, from a local neighborhood perspective, the ludicrous thinking of allowing hordes of vehicles to back up for miles onto Madison street, Victoria Avenue, Washington street, Overlook Parkway and many other side streets in the Arlington Heights Greenbelt attempting to weave their way home to Moreno Valley or vice versa to work.

The Citizens of Riverside voted into law Proposition R and Measure C, specifically to keep this nightmarish scenario from occurring. Please don't allow this connection to occur and ruin these beautiful neighborhoods we live and work in.

Respectively submitted,

Daniel Sbur
7846 Silver Hills Dr.
Riverside, CA. 92506

March 20, 2011

Mr. Gus Gonzalez
Associate Planner
City of Riverside Planning Division
3900 Main Street
Riverside, CA 92522

SUBJECT: Comments on Overlook Parkway EIR Scope

Thank you for the opportunity to comment on the upcoming EIR concerning Overlook Parkway. I have lived at 6779 Hawarden Drive since 1994 and worked as a City Planner for the City of Riverside from 1974 to 2003. As a resident, I have experienced first-hand the traffic issues of my neighborhood. As a City Planner, I have been involved in many of the decisions regarding the area's traffic circulation.

SUMMARY OF THE ISSUES

What we have in Overlook Parkway is a hobbled circulation system. ***Our local streets are being used to bridge gaps between arterials, the essential definition of "cut-through traffic".*** As detailed below, two arterials that were supposed to handle traffic at the west end of the Parkway were deleted from the General Plan in the 1970s and never replaced. As development proceeded in the area, the traffic that accompanied it used local streets to make the connections the previously planned arterials were designed to handle. ***Any connection of Overlook Parkway to Alessandro Boulevard must be coupled with the means at the west end of the Parkway to appropriately absorb the traffic that will result and protect local streets from cut-through traffic.*** If this is not done, the local streets (Mary Street, Orozco, Gainsborough, and Hawarden Drives) that are now burdened with cut-through traffic will see a large increase in cut-through traffic, to the detriment of the safety and quality of life in this neighborhood. ***The bottom line is that the City needs to either implement Overlook Parkway with the means to properly handle traffic at its west end and protect local streets from cut-through traffic, or make no connection at all.***

I have attached to this letter the following material that will document the history of missteps, lost opportunities, and deferrals of action that have plagued the Overlook Parkway situation since the 1970s:

1. A summary of the area's traffic issues created in 1996 when the City considered a TPMM case to divert traffic away from the Orozco-Gainsborough-Hawarden-Mary cut-through corridor.
2. A copy of an excellent traffic study done by the Riverside Public Works Department in 1976 that fully documented the need for a completed Overlook Parkway system, including the extension of Mary Street to Overlook Parkway and the extension of Overlook Parkway past Washington Street to the 91 Freeway via Madison Street.
3. The 1976-1977 City Council minutes documenting the City Council's decision to ignore the Public Works Department's study by deleting from the General Plan the Mary Street extension and the connection of Overlook Parkway to the 91 Freeway via Madison Street.

4. A 2006 letter from Clinton Marr, a long-time resident of Hawarden Drive, documenting the many efforts on the part of this neighborhood to get the City to resolve the growing traffic issues that resulted from the deletion of the above arterials.

HISTORY OF THE PROBLEM

There is a considerable amount of history concerning the arterial system in this area, but in a nutshell the following information is important:

1. Overlook Parkway was originally designed to function with two arterials at its west end. One was a planned extension of Mary Street south past the Gage Canal to connect to Washington Street at Overlook Parkway. The other was the extension of Overlook Parkway west of Washington Street to connect to the 91 Freeway via Madison Street.
2. The need for the Mary Street extension was recognized as early as 1928, when it was made a part of the City's first General Plan. The implementation of Mary Street as a major arterial south of Victoria Avenue began in the early 1970s as housing tracts replaced citrus groves. Per the City's major arterial policies, the new tracts were designed with homes backing up to Mary Street. The construction of each tract was accompanied with the widening of Mary Street and the installation of a wall to separate residences from the anticipated heavy traffic of the Mary Street arterial. As area residents witnessed these changes, they became alarmed. Why would the City want to transform their quite rural street to an arterial? Early Mary Street alignment studies brought area concerns to a boil, triggering an outcry from these people.
3. Around the same time, residents of the Arlington Heights Greenbelt complained about plans to connect Overlook Parkway to the 91 Freeway through the Greenbelt via Madison Street.
4. In 1976, the City Council directed the Public Works Department to do a study of the situation. The Public Works did a very comprehensive study (attached), including traffic counts, projections, and origin and destination studies. Its recommendation to the City Council was to retain the original arterial planning for the area. The City Council, however, ignored the Public Works Department's study and advice and deleted both the Mary Street extension and the Overlook Parkway/Madison Street extension from the General Plan.
5. Recognizing its action left an incomplete circulation system, the City Council directed the city staff restudy the traffic circulation situation in the area and develop alternate plans to meet the area's traffic needs. This appears in the City Council minutes as a directive to "...consider the environmental issues in this area as a part of the 701 Planning Grant..." (701 planning grants were federal funds available at the time for local planning.) However, no follow-up study was ever done and the two deleted arterials were never compensated for with other routes.
6. Later in the 1970s the voters approved Proposition R and Measure C which, among other things, restricted the Greenbelt area to minimum 5-acre lots and required the City to "Protect Greenbelt streets from heavy traffic." and to "Minimize the extension of City services and urban infrastructure into agricultural land areas, except as needed for agricultural purposes." Any change to these initiatives requires a vote of the people of Riverside.
7. In the 1980s, two local streets were connected to Overlook Parkway. On the west, Hawarden Drive was extended south to meet Overlook Parkway at its intersection with Muirfield Road. On

the east, Gainsborough and Orozco Drives were extended south from Hawarden Drive to meet Overlook Parkway. The result was the connection of Mary Street to Overlook Parkway via two routes of local streets. Once these connections were made, these local streets began to serve as de facto arterials, carrying traffic from Overlook Parkway to destinations north and east.

Concerned about ever-increasing cut-through traffic in this neighborhood, residents made several efforts to convince the City to divert traffic to Washington Street, the nearest arterial. In all cases, the City deferred any action, based upon its conclusion that the problem wasn't significant enough at the time to warrant action. (See attached letter from Clinton Marr.)

8. In the early 2000s, developments at the east end of Overlook Parkway were approved, providing the first connections of the Parkway via local streets with destinations to the south. To prevent cut-through traffic in these new areas, pipe barricades were installed across Crystal View Terrace and Green Orchard Place. This forced all traffic north of the gates to use the Orozco-Gainsborough-Hawarden-Mary cut-through to exit the neighborhood.
9. Recognizing the problems inherent in Overlook Parkway, the City Planning Department included policies in the General Plan prohibiting any connection of Overlook Parkway to Alessandro Boulevard until the completion of adequate means to accommodate traffic and protect neighborhood streets from cut-through traffic at its west end. This is particularly important, as any alternative to connect Overlook Parkway to Alessandro Boulevard without the installation of needed improvements at the west end would require a General Plan amendment.
10. This brings us to the present, as a desire to open the Crystal View corridor gates has reignited concerns regarding cut-through traffic and what to do with the hobbled Overlook Parkway. The related EIR is very important, as it is the first time the circulation issues in this area have ever been studied in a comprehensive fashion. It is very important that the City make a fully informed decision after over 35 years of missteps.

THE PRESENT PROBLEM

This history clearly documents that Overlook Parkway, in its present configuration, is inadequate to accommodate anticipated traffic demands at its west end. It also clearly demonstrates the fact that, in the absence of other convenient choices, drivers will use local streets as de facto arterials.

Presently, Overlook Parkway is a sort of "contained" problem. The Parkway only extends as far as the Alessandro Arroyo and, thus, the traffic problems of the area are limited by the number of homes in the Overlook Parkway area. Even in this contained form, however, the circulation system is dysfunctional, with local streets bridging the gaps between arterials, the essential definition "cut-through" traffic.

It appears that when the Crystal View Terrace corridor gates were opened, two things happened. Some of the traffic that had been forced to use the Orozco-Gainsborough-Hawarden-Mary cut-through, had the option of traveling to southerly destinations via the opened gates. This removed some cut-through traffic from the Hawarden-Mary corridor. On the other hand, some traffic blocked from traveling north past the gates, now had a means to travel to northerly destinations via the Orozco-Gainsborough-Hawarden-Mary cut-through corridor. Additionally, travelers from within and south of the Orozco-Gainsborough-Hawarden-Mary cut-through corridor had a new option to travel to southerly

destinations, via the opened gates. These latter factors **added** traffic to the Orozco-Gainsborough-Hawarden-Mary cut-through corridor.

In essence, opening the Crystal View corridor gates resulted in a “shared pain” situation, with both the Crystal View corridor and the Orozco-Gainsborough-Hawarden-Mary corridor accommodating cut-through traffic flows from within and around the Overlook Parkway area. In other words, with the gates open, traffic has two cut-through options. It can head south through the Crystal View corridor, or north through the Hawarden-Mary corridor. With the gates closed, residents north of the gates are forced onto the Orozco-Gainsborough-Hawarden-Mary cut-through corridor. People south of the gates are forced to go south to exit their neighborhood.

FUTURE PROBLEMS

If Overlook Parkway is extended to Alessandro Boulevard with no mitigating measures at the west end, the Orozco-Gainsborough-Hawarden-Mary cut-through corridor will see greatly increased amounts of traffic. Given this situation, it is clear that if Overlook Parkway is connected to Alessandro Boulevard, something must be done to accommodate traffic at the west end of Overlook Parkway. One of the options in the EIR scope is to explore the extension of Overlook Parkway west past Washington Street to connect with the 91 Freeway via Madison Street. This would be essential to accommodate west-bound traffic. But it will not resolve the issue of accommodating traffic seeking to travel to destinations to the north and east. Presently, the Orozco-Gainsborough-Hawarden-Mary cut-through takes the burden of this traffic and, in the absence of adequate diversions and the improvement of Washington Street, this cut-through route will be greatly impacted by increased traffic. If Overlook Parkway is connected to Alessandro Boulevard, it will be essential to install some means to force traffic to use Washington Street rather than the Orozco-Gainsborough-Hawarden-Mary cut-through corridor. Doing this would create an arterial-to-arterial connection for north and eastbound traffic. Not doing this would leave open the option of avoiding the less convenient use of Washington Street by availing drivers of a more convenient cut-through option. Whether or not it actually takes drivers less time to use the cut-through option is irrelevant. Drivers see it as more convenient and, therefore, habitually use it. The dramatic increase of traffic through these streets over the years is clear evidence of this fact.

RECOMMENDATIONS FOR THE EIR

1. The scope of the EIR needs to include the documentation of the history and reality of the traffic issues in the Orozco-Gainsborough-Hawarden-Mary cut-through corridor. In this regard, this neighborhood needs to be an **integral** part of the problem to be studied.
2. The scope of the EIR needs to include a clear identification of how the traffic issues of the Orozco-Gainsborough-Hawarden-Mary cut-through will be studied and included in the EIR’s traffic circulation options.
3. The EIR needs to analyze the impacts on the Orozco-Gainsborough-Hawarden-Mary cut-through corridor of each of the circulation options.
4. In the final analysis, the City either needs to fully resolve the circulation issues at the west end of Overlook Parkway or permanently eliminate from the General Plan any connection of

Overlook Parkway across the Alessandro Arroyo to Alessandro Boulevard. Proposition R/Measure C may make the extension of Overlook Parkway through the Greenbelt impractical. If this is the case, I would suggest Overlook Parkway east of the Alessandro Arroyo be renamed Canyon Crest Drive, and terminated at the Arroyo. On the west side of the Arroyo, I would suggest Overlook Parkway retain its current name and be terminated with where it meets the arroyo.

5. Regardless of what is done, the City needs to recognize that it has made many promises in the past to mitigate the traffic issues in the Orozco-Gainsborough-Hawarden-Mary cut-through corridor. Even if Overlook Parkway is not extended across the Alessandro Arroyo, traffic calming and/or traffic diversion measures will still be needed this area. The residents of this area deserve to have their long-standing concerns addressed, and appropriate solutions need to be included as an integral part of the EIR.

Thank you for this opportunity to comment on the Overlook Parkway EIR. The attachments I have included with this letter are only a small sampling of the documents I have collected regarding Overlook Parkway. I would be happy to share these files with those charged with analyzing and developing solutions to the Overlook Parkway problem. I can be reached at 951 789-6004 or by email at WilkmanHistory@aol.com.

Sincerely,



Bill Wilkman
6779 Hawarden Drive
Riverside, CA 92506

cc: Ken Gutierrez, Planning Director
City Council
Lisa Lind, RECON

Attachments

- 1: Summary of Traffic Issues and Concerns, 1996
- 2: Washington Street Traffic Study, July 1976
- 3: City Council Actions, 1976-1977
- 4: Clinton Marr Letter: October 4, 2006

ATTACHMENT 1: SUMMARY OF TRAFFIC ISSUES AND CONCERNS, 1996

A SUMMARY OF TRAFFIC ISSUES AND CONCERNS

Mary/Hawarden Property Owners Group

1996

EARLY TRAFFIC PLANNING

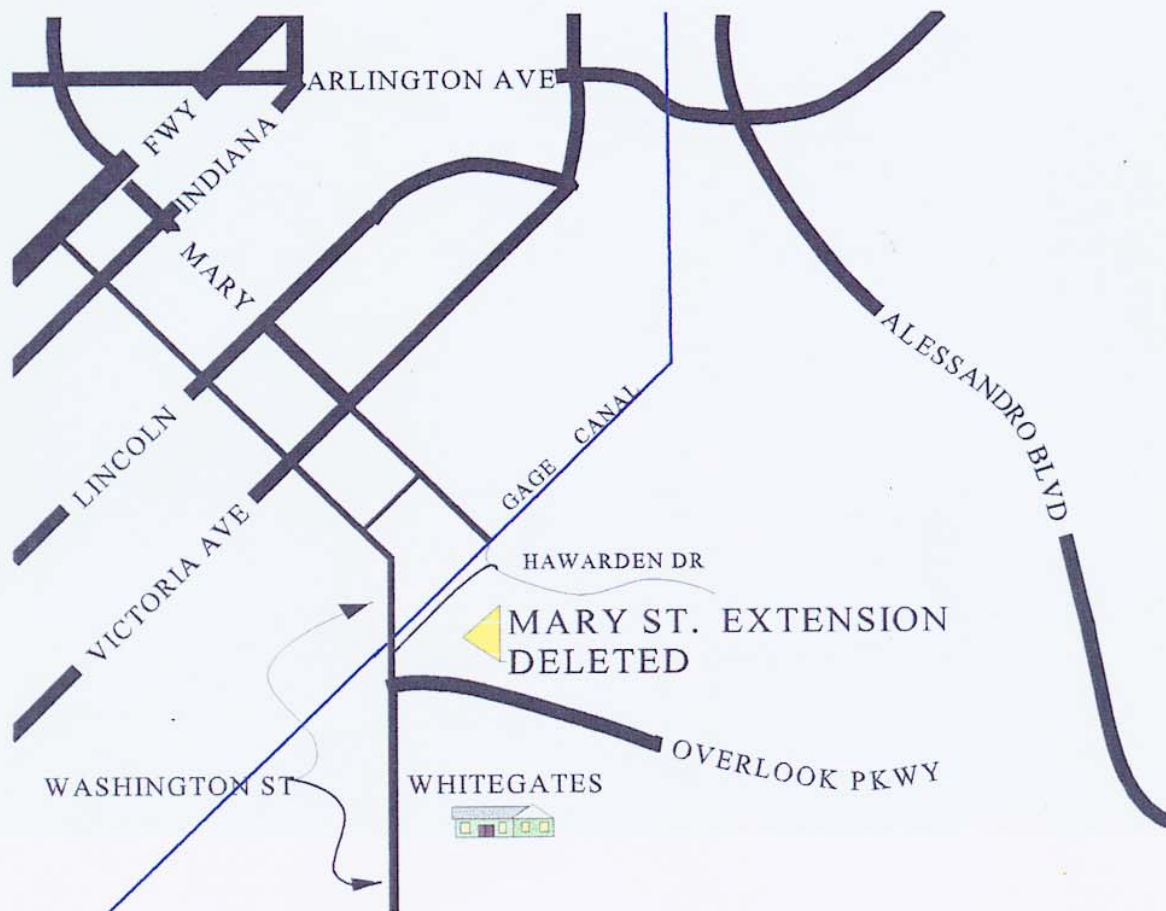
In the original traffic planning for this area, three boulevards were planned to handle all area travel needs. Overlook Parkway was planned to handle the traffic flows east and west, Washington Street was chosen to handle traffic flows south toward the County, and Mary Street was chosen to handle the traffic flows north into town. Mary Street was chosen over Washington Street for northerly travel because it extends conveniently into Magnolia Center and Downtown via Brockton Avenue. It was, and is, a preferred travel route, because it offers more travel options. To create a linkage from Washington Street to Mary Street, Mary Street was proposed to be extended from its terminus at the Gage Canal to smoothly link up with Washington Street. It was also planned to be upgraded to a four lane boulevard. Washington Street, north of this linkage, was proposed to become a minor two lane street. (See below.)



THE DELETION OF MARY STREET

In 1976, due to a desire to keep Mary Street south of Victoria Avenue "rural", the City Council downgraded it to a local street and deleted its extension south of the Gage Canal to Overlook Parkway. The Council did this despite the staff's study showing the need for the Mary arterial.

At that time, there was very little development south of the Gage Canal, and no roadway connections other than Washington Street, so the decision to delete the Mary Street had very little impact for quite a number of years. To address potential traffic issues that might result from its decision, the Council promised it would take all necessary steps to make Washington the north-south traffic carrier for this area.



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

A map of the Orozco Extended area in Chicago. The map shows a network of roads including Arlington Ave, Lincoln, Victoria Ave, Washington St, Overlook Pkwy, Alessandro Blvd, Gage Canal, Hawarden Dr, and Gainsborough. The Orozco Extended area is highlighted in yellow. The White-Gates and Ravenswood neighborhoods are shown with house icons. The map also includes labels for Fwy, Indiana, Mary, and Gage Canal.

THE EXTENSION OF WEST HAWARDEN DRIVE

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

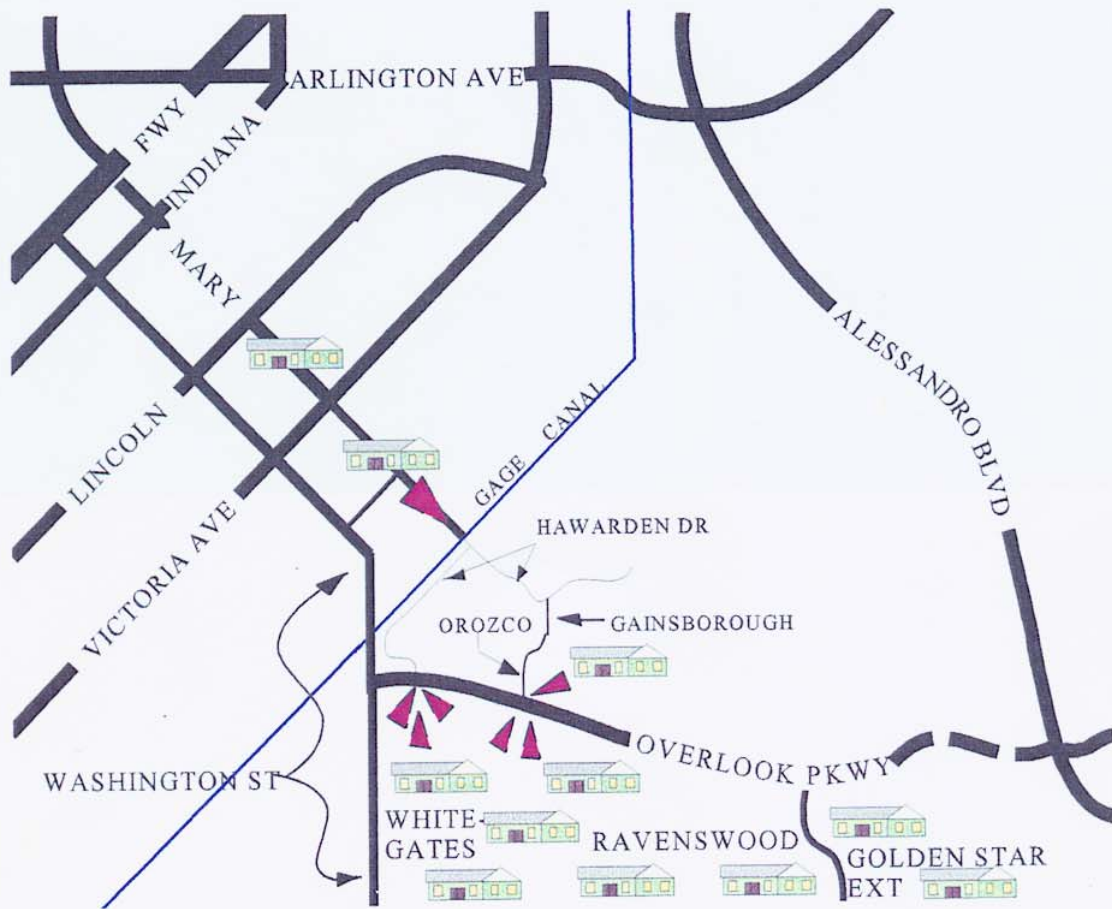
One lesson that is clear from all this is that *the west Hawarden link and the east Hawarden/Gainsborough/Orozco link are interrelated. Traffic cannot be taken off of one with diverting it to the other.*



FUTURE TRAFFIC FLOWS

So far, all of the recent studies done by the City have been of *existing traffic flows*. These studies show west Hawarden Drive is heavily impacted by shortcut traffic. We believe study of *future traffic flows* would likely show all streets in this area impacted with shortcut volumes. The area, east of Orozco and Overlook, is just beginning to develop. Golden Star Avenue will eventually extend through to Bradley and the County. Overlook Parkway will eventually extend through to Alessandro Boulevard. As these street connections are made, and as more homes are built, we believe traffic flows will increase. Unless traffic is diverted, Washington Street will continue to be bypassed as a less than convenient travel path and the Hawarden/Orozco/Mary routes will continue to be chosen as a shortcut.

If Mary Street had been developed as an arterial and extended to Overlook Parkway, it would have handled all these flows. This was not done, and it cannot be brought back at this late stage. But, it is also not appropriate to expect local residential streets to take the brunt of traffic that should have been accommodated by the Mary Street arterial. When the City removed Mary Street from the General Plan, it committed itself to making Washington Street the north/south traffic carrier for this area. Now is the time to put this commitment into effect by diverting traffic off of our local streets to Washington Street where it belongs.



WHY OUR STREETS ARE NOT SUITED TO THROUGH TRAFFIC

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

MARY STREET

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



Afternoon commuter traffic on Mary Street.

HAWARDEN WEST OF MARY

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

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

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



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

HAWARDEN EAST OF MARY

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

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

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



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

GAINSBOROUGH and OROZCO DRIVES

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

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

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



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

PUBLIC SAFETY CONCERNS

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



Evidence of where a car left the roadway the night before.



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



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

CITY OF RIVERSIDE

CITY COUNCIL MEMORANDUM

HONORABLE MAYOR AND CITY COUNCIL

DATE: May 14, 1985

AGENDA ITEM: 31

SUBJECT: TRACT 9006-1 CIRCULATION

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

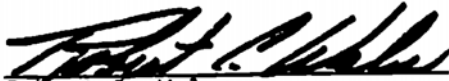
Staff has reviewed this request, and while we recognize the neighborhood's concerns, we do not believe these concerns will come to fruition. The neighborhood's concerns center around the possibility that traffic on Overlook Parkway will utilize their neighborhood as a shortcut through to Victoria Avenue.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

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

RECOMMENDATION

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

PREPARED BY:



Robert C. Wales
Assistant City Manager -
Development

RCW/3654M/c

cc: City Attorney
City Clerk
Planning v

Approved by,



Douglas G. Weiford
City Manager

ATTACHMENT 2: WASHINGTON STREET TRAFFIC STUDY, JULY 1976

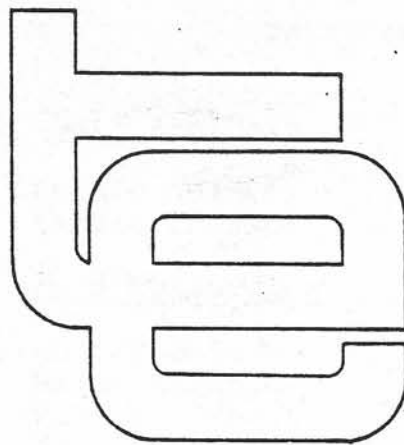
(Bear in mind that this study was done in 1976, some 35 years ago and it did not include a full analysis of the impacts of Overlook Parkway on the circulation system. Yet, even in the absence of the full consideration of Overlook Parkway as a traffic contributor, the study still concludes that a functional circulation system cannot be accomplished without the Mary Street extension and the connection of Overlook Parkway to the 91 Freeway. Today, the Mary Street extension is a missed opportunity that cannot be resurrected. The only thing that can be done now to accommodate through traffic flows to and from the north and east is to force through traffic to use Washington Street, and to prevent through traffic from using the Mary Street, Orozco, Gainsborough, Hawarden Drives cut-through corridor.)

~~EXHIBIT 11A~~

CITY OF RIVERSIDE

PUBLIC WORKS DEPARTMENT

TRAFFIC ENGINEERING DIVISION



WASHINGTON STREET TRAFFIC STUDY

JULY 1976
CITY OF RIVERSIDE

PARKING AND TRAFFIC COMMISSION

George Thomas, Chairman

MEMBERS

William Heeres	Jack Kovely
Joseph Shilling	Lina Soccio
Charlotte Thomas	Robert Wetzel

PARTICIPATING STAFF

Robert L. Jaffe, Traffic Engineer

Written By

James R. Hanks
Dennis Ray

Graphics By

Terry Watson

Data Analysis

Bernie McIlvoy
Emmett Creason

Data Collection

Hope Tsosie
Helen Kirkemo
Richard Drewett
Albert Martinez

WASHINGTON STREET TRAFFIC STUDY

On March 3, 1976 the Parking and Traffic Commission requested the Traffic Engineering Division to conduct a comprehensive evaluation of proposed routes for Washington Street between the community of Woodcrest and the Route 91 Freeway. The staff was specifically requested to evaluate the traffic impact caused by proposed routes joining Washington Street with Mary and Madison Streets. This report contains the findings and recommendations developed during the course of the study.

The study was organized into two phases: the first phase to determine travel desires of persons using the Washington Street corridor, the second phase to use the related travel desires to determine impacts on the street system in the area. Particular attention was also directed to potential problems which might be created at critical intersections. Special attention was given to intersection capacity, vehicle delay and the need and potential for widening.

Data for the study were collected from a variety of sources. The Riverside County Planning Department was consulted for land use data in the Woodcrest area. Steven Kohler, Tony Carstens and Mark Balys, of the County Planning Department, were of particular assistance in this regard. Information regarding the road system was provided by Gary Acres and Ben Dobbins of the Riverside County Road Department. Jim Balcom, of the California Department of Transportation (CalTrans), provided data regarding ramp metering along the Riverside Freeway, Route 91. The City Planning Department made available recent projections for population and employment. A special word of thanks goes to Barry Beck, the City's Transportation Coordinator, who provided assistance and guidance throughout the course of the study.

STUDY AREA

Centered on the Washington Street crossing of the southerly city limit, the study area is generally bounded by Arlington Avenue, Madison Street, Mary Street and the southerly city limit. In addition to this core area, effects related to external areas such as Woodcrest, Magnolia Center and the Downtown together with the connecting street system were also considered in the analysis.

DATA COLLECTION

In addition to the information obtained from other agencies, extensive amounts of data were collected by the traffic engineering staff. Included were 24-hour volume counts taken at the approaches

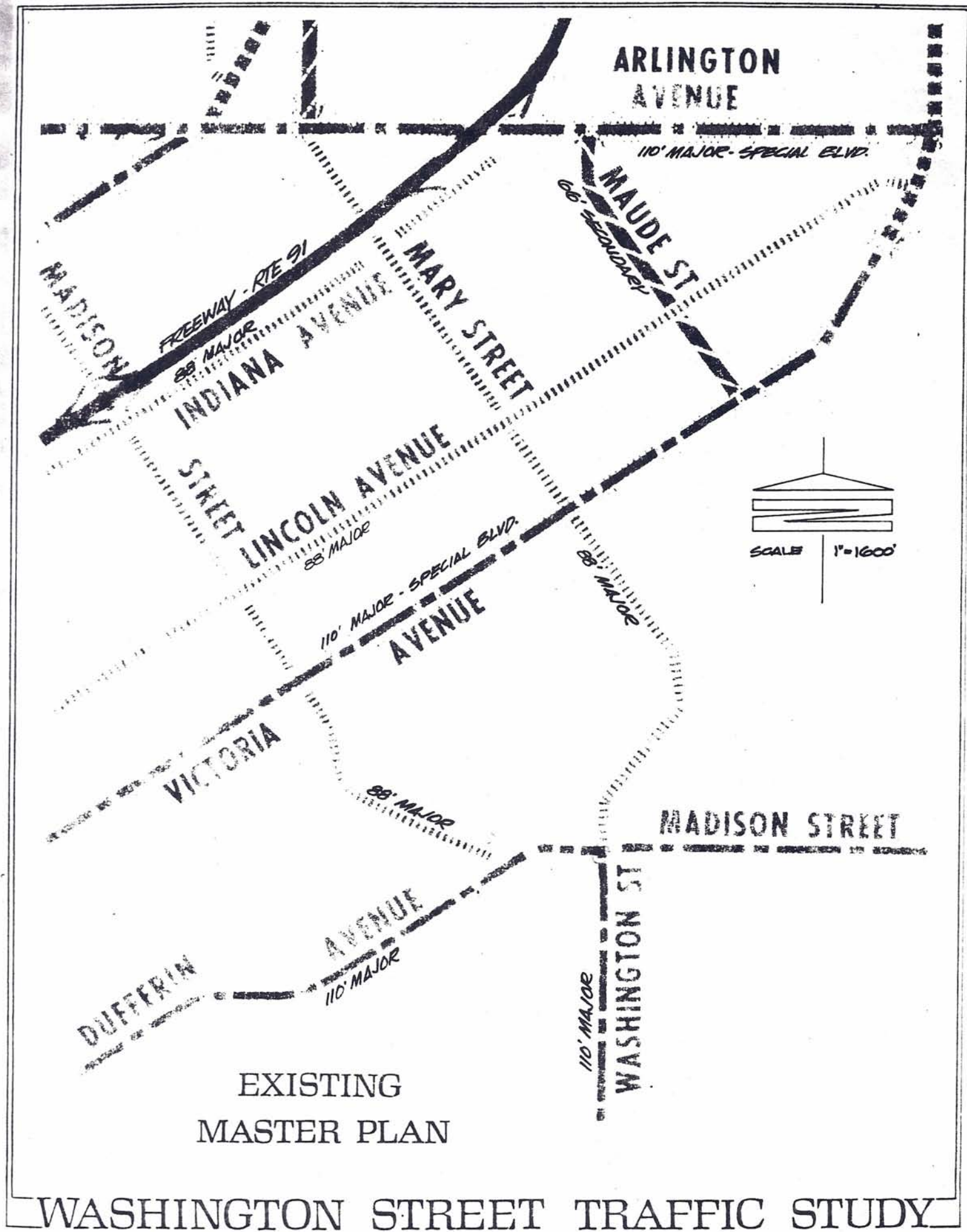


Figure 2

to the critical intersections within the Washington Street area, manual turning movement counts at the am and pm peak hours at the same intersections and a comprehensive inventory of street conditions, including pavement width and geometrics.

Early in the study, it became evident that the travel desires of the motorists using Washington Street would have to be known to properly evaluate the transportation alternatives. For this reason an origin and destination study was conducted on Washington Street, Thursday, April 29, 1976. During the hours of 7:30 to 9:00 am and 4:00 to 5:30 pm, northbound motorists were interviewed on Washington Street, just south of the Victoria intersection. The drivers were questioned to determine the place where their trip began and their intended destination. The motorists were also requested to turn on their headlights for 15 minutes after the interview. License plate numbers were also recorded by the interviewer. At strategic locations away from the interview area, traffic division personnel were stationed to record the movements of vehicles from the interview station. These vehicles were easily identified because of the headlights. As an extra check, license plate numbers of vehicles coming through these secondary stations were also recorded. The reduction of these data, showed not only the origin and destination of the peak hour trips taken by vehicles using Washington Street, but, it also showed the route used to reach their destinations.

EXISTING CONDITIONS

The road network in the area is characterized by narrow streets not yet constructed to their ultimate width. This is in keeping with the essentially rural character of the community.

Washington Street, southerly of Victoria Avenue, is one of two major street connections serving the County's Woodcrest area and the intervening City area, including what is commonly referred to as the Whitegates area. Current traffic on Washington Street just southerly of Victoria Avenue is about 4,500 vehicles per day (See figure 1). The area served by Washington Street, although still relatively sparsely developed, has experienced considerable growth in recent years. Based on population growth factors supplied by both the County and City Planning Departments, Caltrans has tentatively projected traffic to increase on Washington Street to approximately 11,600 vehicles per day by 1990.

Washington Street extends from south of Van Buren Boulevard, northward to Victoria Avenue to the Riverside Freeway, where it deadends. Washington Street is of varying width, although typically it ranges from 20 to 25 feet wide, with its narrowest portion at

its crossing of the Gage Canal. It has graded dirt shoulders through much of its length and is bordered by trees and a drainage channel.

Mary Street extends north from Hawarden across Victoria, to Indiana Avenue where its name changes to Brockton. North of Arlington Avenue, as Brockton, it angles to the east and extends into downtown. South of Victoria, it has a pavement width of approximately 32 feet. The improved sections predominately north of Lincoln, have a 64 foot pavement width striped for two lanes of traffic in each direction.

Madison Street extends northward from Dufferin across Victoria and the Riverside Freeway to its terminus at Arlington Avenue. From Victoria to Arlington it has a pavement width of 64 feet and is generally striped for two lanes in each direction, with widening at key intersections for turning movements. South of Victoria, it narrows to approximately 20 feet wide, as it winds through orange groves.

Victoria Avenue extends in a northeasterly direction from Fillmore Street, generally parallel to the Riverside Freeway to Horace Street, where it angles nearly due north to Central. From there, it again heads in a northeasterly direction, to its terminus at University. Regarded as one of the City's landmarks, Victoria Avenue is dotted on both sides and throughout its wide median with palms. The median is also planted extensively with rose bushes and other flowering shrubs and trees. These plantings, along with the citrus grove surrounding, make Victoria Avenue a pleasant driving experience for most motorists. Within the study environs, Victoria Avenue has a single 18 to 24 foot lane in each direction, separated by a 38 foot median. On its north side there is a Class I bicycle path and on the south side an Equestrian trail is planned.

CIRCULATION PLAN

The City's Circulation and Transportation Element of the General Plan indicates Madison Street to be extended from its current terminus at Dufferin Avenue to Washington Street and continuing easterly to Alessandro Boulevard. Washington Street is shown to end as a major arterial at Madison Street and to be realigned to connect to Mary Street. The configuration described is shown on Figure 2. However, the population growth on which the General Plan was based, was much greater than what is now expected by 1996. The extension of Madison Street beyond Washington Street to Alessandro Boulevard before 1996 would be predicated on considerable development taking place between Washington and Alessandro. Since such development is not imminent within the near future, any construction of Madison Street Extension would be premature.

The current traffic on Washington Street (4,500 ADT) can be adequately handled with a two lane street. The capacity of a two-lane street being about 9,000 ADT. However, based on Caltran's projections, a four-lane facility will be needed to carry the expected traffic some time before 1990.

ORIGIN AND DESTINATION SURVEY RESULTS

The results of our origin-destination study are shown on Figures 3 through 6. As can be seen in Figure 3, approximately 80 percent of the morning outbound traffic had a destination northeast of Washington Street. Slightly more than half of this 80 percent used Mary Street for at least a portion of their trip, while slightly less than half used Victoria Avenue (See Figure 5). The results for the afternoon peak hour are similar although slightly less in dimension.

X Very little demand was observed for the westbound Riverside Freeway. Only two percent of the traffic was destined to Orange County only half of that choose to use the Madison Street ramps.

The northeast orientation of the trips is expected to remain although perhaps not as strong as it was observed. Increased Orange County demand can be expected; however, much of it will use Van Buren Boulevard as its route to the Freeway. In addition, increasing activity in the downtown and Magnolia Center would partially offset any potential shift to the west.

TRAFFIC PROJECTIONS AND ROAD USE ASSIGNMENTS

Traffic projections and road use assignments were made using portions of a preliminary iteration of an assignment model being developed by Caltrans for the city, as well as, current volumes, and Riverside County Planning and Road Department projections.

The preliminary Caltrans model was checked against existing volumes and, where necessary, adjustments were made based on a 3% per year projected growth of existing.

The Washington corridor volume was taken from the Caltrans model and then redistributed for each alternate described below based on current preferences and destinations as shown by the O and D study. For the Mary and Madison alternate, Caltrans diversion curves were used to divide Washington Street traffic desiring to go northeast on the freeway between Mary and Madison. Some additional redistribution will take place since in some cases all the vehicles shown will not be able to get through the Arlington - Indiana - Freeway intersection and Madison - Indiana - Freeway intersections during peak times.

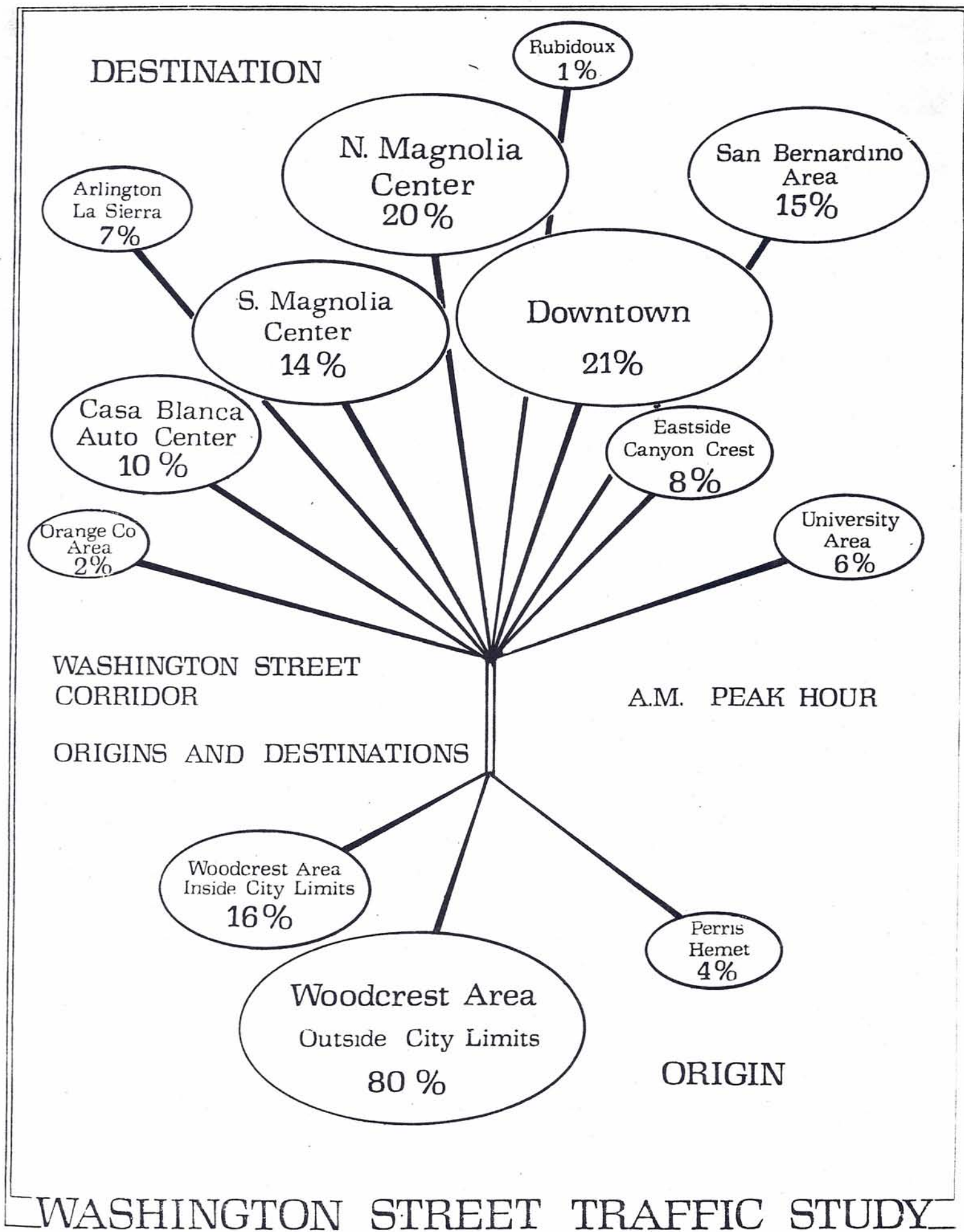


Figure 3

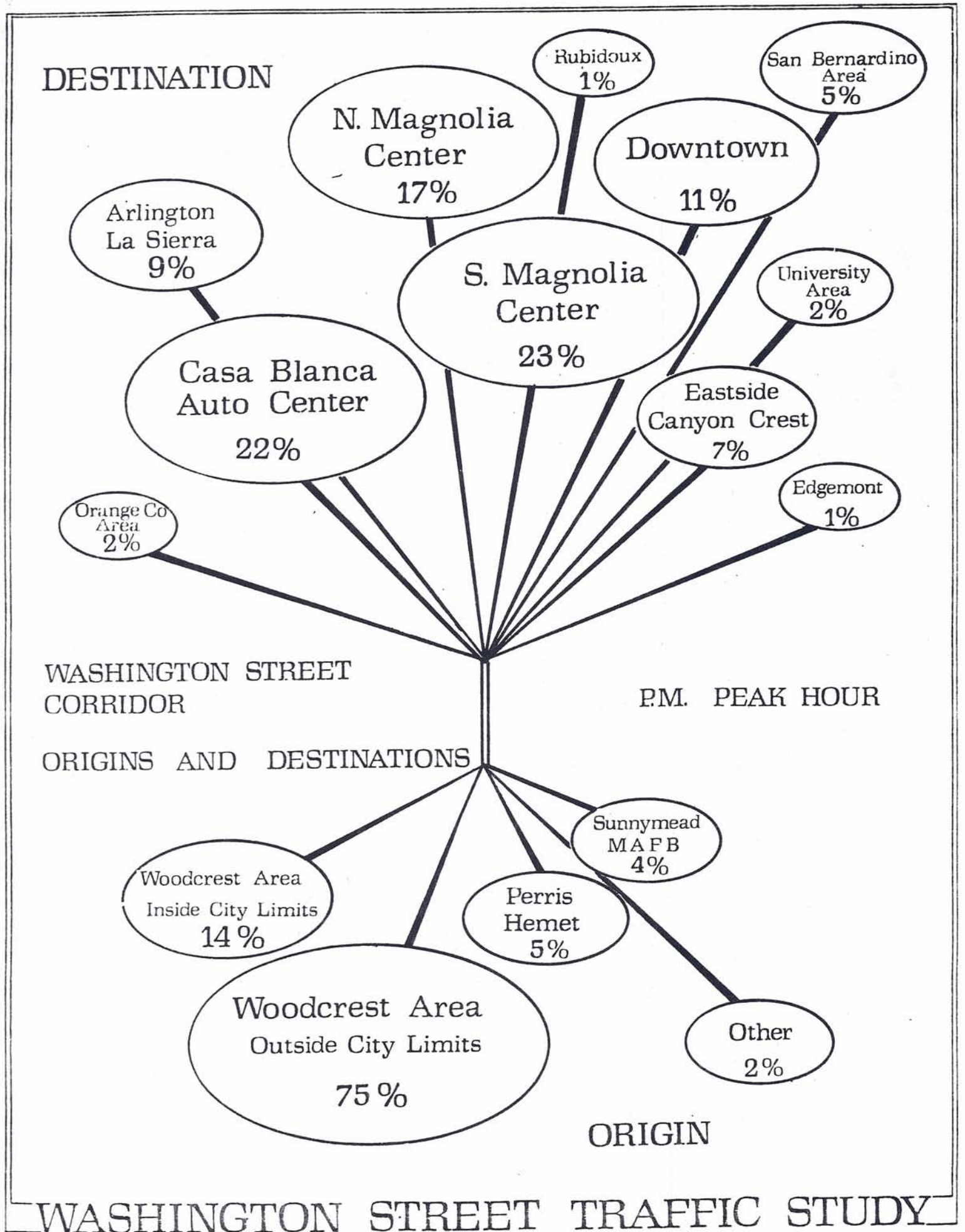
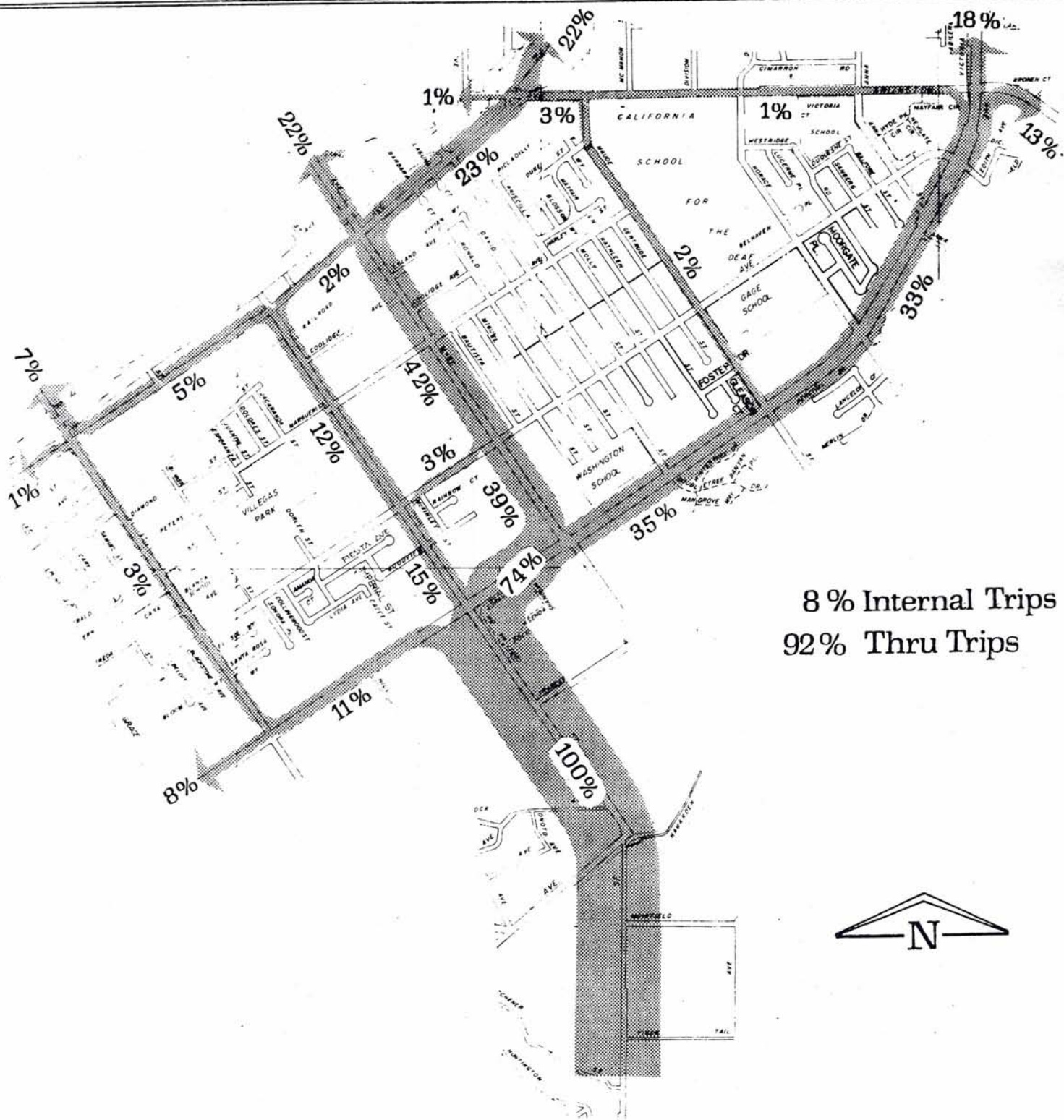


Figure 4



8 % Internal Trips
92 % Thru Trips



Existing Traffic Distribution
A.M. Peak Hour

WASHINGTON STREET TRAFFIC STUDY

Figure 5

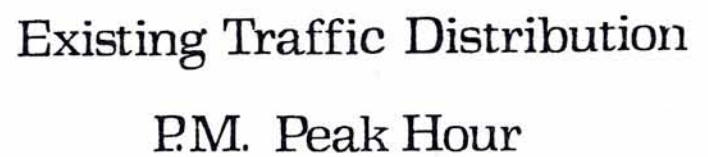
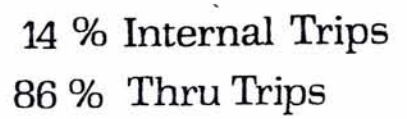


Figure 6

VOLUME - CAPACITY ANALYSIS

Volume-capacity analyses were made for critical intersections in the study area. The Intersection Capacity Utilization (ICU) method was used for the evaluation. This method compares the volume of each leg of the intersection with its capacity to determine what portion of an hour would be required with a free flow (constant green light) condition for each movement. For example a movement with 1,000 vehicles per hour (vph) on an approach with a capacity of 3,000 vph would require 30 per cent of the total available time. If there were two movements of this type on an intersection one say for north and southbound traffic the other for east and west-bound traffic the total intersection would require 66 per cent of the available time.

The capacities used were based on a Level of Service "E" as defined by the Highway Capacity Manual.¹ At Level of Service "E," traffic volumes being near the capacity of a street flow will be unstable and there may be stoppages of momentary duration. Continuing this procedure for each critical approach will yield the total amount of time required to meet traffic volume demands.

ICU represents the proportion of the total hour required to accommodate intersection traffic volumes if all approaches are operating at capacity (Level of Service "E"). This does not mean that Level of Service "E" is appropriate for design; however, the evaluation of present and future operating conditions in terms of total capacity is more easily understood. In an urban area, Level of Service "D" which is represented by a 0.90 ICU normally would represent an accepted design value for intersections of thoroughways of other streets. Level of Service "C" is appropriate for design for internal streets and for streets in rural locations.

Level of Service "D" is characterized by temporary restrictions which cause drop in volumes and speeds. Comfort and convenience is low but tolerable. At signals, short peaks may develop queues which will clear during later cycles. Excessive backup does not occur.

Level of Service "C" volumes are characterized by a restriction of a driver's speed and maneuverability. This is suitable for design values as may be expected in this project. At signals, drivers may occasionally have to wait more than 1 cycle to clear. Table 1 shows the intersection capacity utilization ratios for the critical intersections in the study area. The intersections of Arlington and Indiana, Madison - Indiana - Freeway are presently operating at Level of Service "D." The other intersections appear to be operating at an acceptable level.

¹ Highway Capacity Manual, Special Report 87, Highway Research Board, National Academy of Sciences, 1965

EXISTING INTERSECTION CAPACITY UTILIZATION

WASHINGTON STREET TRAFFIC STUDY

INTERSECTION	MORNING PEAK HOUR			v/c Ratio	AFTERNOON PEAK HOUR			v/c Ratio
	Critical Movement	Volume (veh/hr)	Capacity (veh/hr grn)		Critical Movement	Volume (veh/hr)	Capacity (veh/hr grn)	
Arlington Ave & Brockton Ave	SB Thru+Rt	240	1120	0.21	SB Thru+Rt	350	1120	0.31
	WB Thru+Rt	730	3600	0.27	WB Thru+Rt	980	3600	0.27
	yellow			0.07	yellow			0.07
	Level of Service "A"			0.55	Level of Service "B"			0.65
Arlington Ave & Indiana Ave	NB Thru+Lt	390	1340	0.29	NB Thru+Lt	320	1360	0.24
	WB Thru+Rt	800	3390	0.24	EB Thru+Rt	1030	2880	0.36
	EB Lt	250	1200	0.21	EB Lt	290	1200	0.24
	yellow			0.10	yellow			0.10
	Level of Service "D"			0.84	Level of Service "D"			0.94
Arlington Ave & Victoria Ave	NB All	470	3580	0.13	NB All	360	3480	0.10
	WB Thru+Rt	540	4180	0.13	WB Thru+Rt	560	3910	0.14
	yellow			0.07	yellow			0.07
	Level of Service "A"			0.33	Level of Service "A"			0.31
Brockton Ave & Indiana Ave & Mary Street (not signalized)	NB All	340	1550	0.22	SB All	380	2650	0.14
	EB All	290	2420	0.12	EB All	270	2380	0.11
	yellow			0.07	yellow			0.07
	Level of Service "A"			0.41	Level of Service "A"			0.32
Frwy 91 Off Ramp & Indiana Ave & Jane Street (not signalized)	EB All	280	2600	0.11	WB All	360	2070	0.17
	SB All	260	2050	0.13	SB All	360	2440	0.15
	yellow			0.07	yellow			0.07
	Level of Service "A"			0.31	Level of Service "A"			0.39
Indiana Ave & Madison Street & Frwy 91	NB s/o EB on	450	2500	0.18	NB s/o EB on	510	2560	0.20
	SB Lt	310	1080	0.29	SB Lt	120	1080	0.11
	weaving			0.33	weaving			0.33
	yellow			0.10	yellow			0.10
	Level of Service "D"			0.90	Level of Service "B"			0.76
Victoria Ave & Washington Street (not signalized)	NB All	270	1730	0.16	NB All	170	1600	0.11
	WB All	270	1800	0.15	WB All	430	1690	0.25
	yellow			0.07	yellow			0.07
	Level of Service "A"			0.38	Level of Service "A"			0.43

Table 1

PROJECTED 1996 INTERSECTION CAPACITY UTILIZATION Washington Street Alignment

<u>INTERSECTION</u>	<u>Critical Movement</u>	<u>Volume (veh/hr)</u>	<u>Capacity (veh/hr grn)</u>	<u>V/c Ratio</u>
Arlington Ave & Indiana Ave	NB Thru+Lt	830	3700	0.22
	EB Thru+Rt	1880	4270	0.44
	EB Lt	500	1320	0.38
	yellow			<u>0.10</u> 1.14
Brockton Ave & Indiana Ave & Mary Street	NB All	750	1980	0.38
	EB All	540	2420	0.22
	yellow			<u>0.07</u> 0.67
Frwy 91 & Indiana Ave Madison Street	NB s/o EB on	610	2590	0.24
	SB Lt	350	1080	0.32
	weaving			0.33
	yellow			<u>0.10</u> 0.99

PROJECTED 1996 INTERSECTION CAPACITY UTILIZATION

Mary Street Alignment

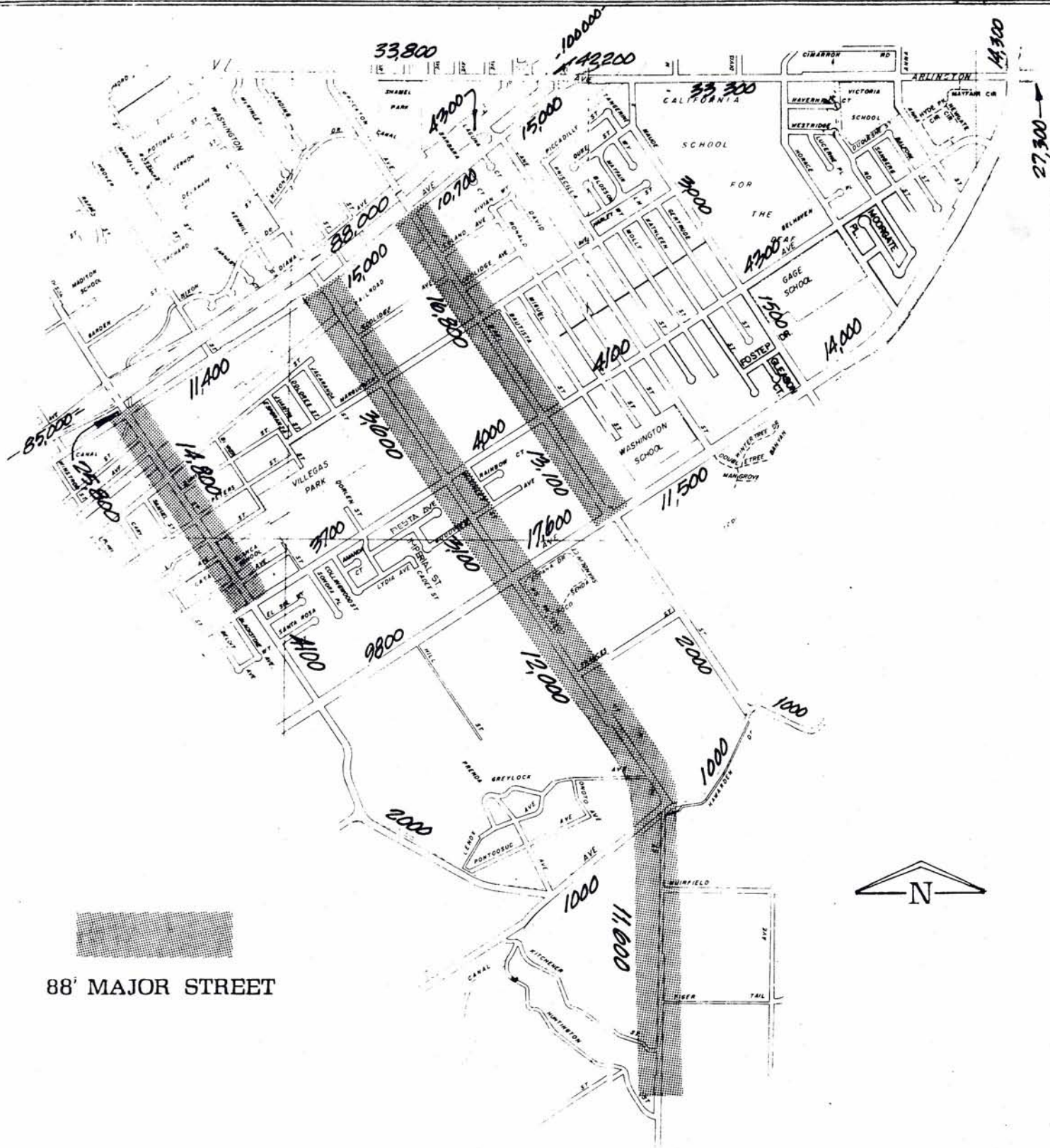
<u>INTERSECTION</u>	<u>Critical Movement</u>	<u>Volume (veh/hr)</u>	<u>Capacity (veh/hr grn)</u>	<u>V/C Ratio</u>
Arlington Ave & Indiana Ave	NB Thru+Lt	830	3700	0.22
	EB Thru+Rt	1880	4270	0.44
	EB Lt	500	1320	0.38
	yellow			<u>0.10</u> 1.14
Brockton Ave & Indiana Ave & Mary Street	NB All	800	1980	0.40
	EB All	520	2420	0.21
	yellow			<u>0.07</u> 0.68
Frwy 91 & Indiana Ave & Madison Street	NB s/o EB on	610	2590	0.24
	SB Lt	350	1080	0.32
	weaving			0.33
	yellow			<u>0.10</u> 0.99

PROJECTED 1996 INTERSECTION CAPACITY UTILIZATION Madison Street Alignment

<u>INTERSECTION</u>	<u>Critical Movement</u>	<u>Volume (veh/hr)</u>	<u>Capacity (veh/hr grn)</u>	<u>V/C Ratio</u>
Arlington Ave & Indiana Ave	NB Thru+Lt	690	3700	0.19
	EB Thru+Rt	1880	4270	0.44
	EB Lt	500	1320	0.38
	yellow			<u>0.10</u> 1.11
Brockton Ave & Indiana Ave & Mary Street	NB All	550	1980	0.28
	EB All	590	2420	0.24
	yellow			<u>0.07</u> 0.59
Frwy 91 & Indiana Ave & Madison Street	NB s/o EB on	740	2590	0.29
	SB Lt	350	1080	0.32
	weaving			0.33
	yellow			<u>0.10</u> 1.04

PROJECTED 1996 INTERSECTION CAPACITY UTILIZATION Madison and Mary Alignment

<u>INTERSECTION</u>	<u>Critical Movement</u>	<u>Volume (veh/hr)</u>	<u>Capacity (veh/hr grn)</u>	<u>v/c Ratio</u>
Arlington Ave & Indiana Ave	NB Thru+Lt	730	3700	0.20
	EB Thru+Rt	1880	4270	0.44
	EB Lt	500	1320	0.38
	yellow			<u>0.10</u> 1.12
Brockton Ave & Indiana Ave & Mary Street	NB All	680	1980	0.34
	EB All	480	2420	0.20
	yellow			<u>0.07</u> 0.61
Frwy 91 & Indiana Ave & Madison Street	NB s/o EB on	670	2590	0.26
	SB Lt	350	1080	0.32
	weaving			0.33
	yellow			<u>0.10</u> 1.01

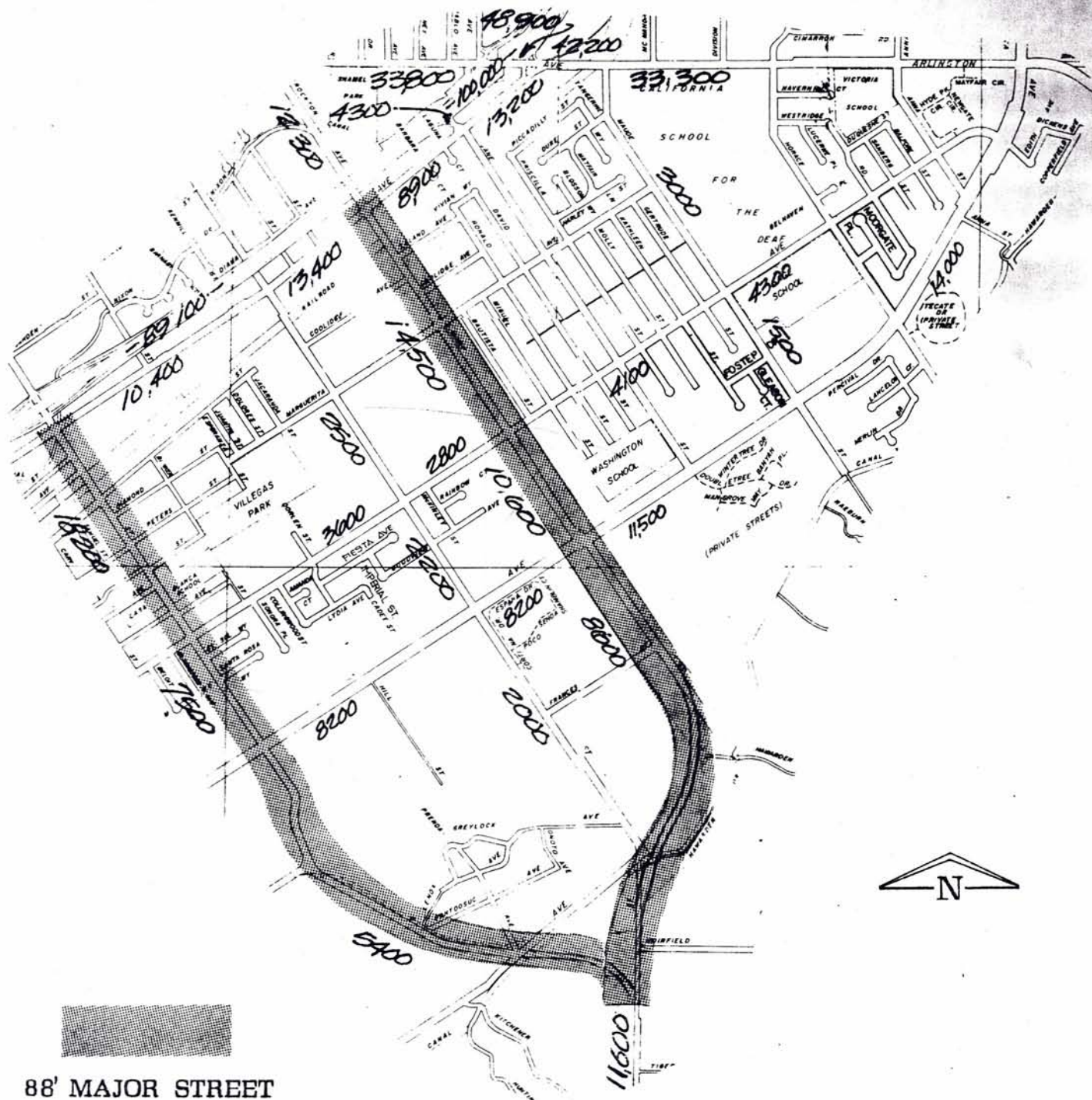


PROJECTED DAILY TRAFFIC VOLUMES WASHINGTON ALIGNMENT

WASHINGTON STREET TRAFFIC STUDY

Figure 7

WASHINGTON STREET TRAFFIC STUDY



PROJECTED DAILY TRAFFIC VOLUMES
MARY AND MADISON ALIGNMENT
(EXISTING MASTER PLAN)

WASHINGTON STREET TRAFFIC STUDY

Figure 10

For each of the alternates described in the next section, a volume-capacity analysis was conducted at critical intersections. Projected traffic volumes as shown on Figures 7 through 10 were used for this. Capacities were based on either planned or feasible geometrics.

The analyses indicate that the intersection of the Riverside Freeway with Arlington and Indiana Avenues will reach Level of Service "E" in less than 20 years. The same is anticipated for the Madison Street - Indiana Avenue Riverside Freeway intersection complex. The Brockton/Mary Indiana intersection will operate at Level of Service "B." These results are approximately the same for all alternates considered -- see table 2 through 5 for numerical relationships.

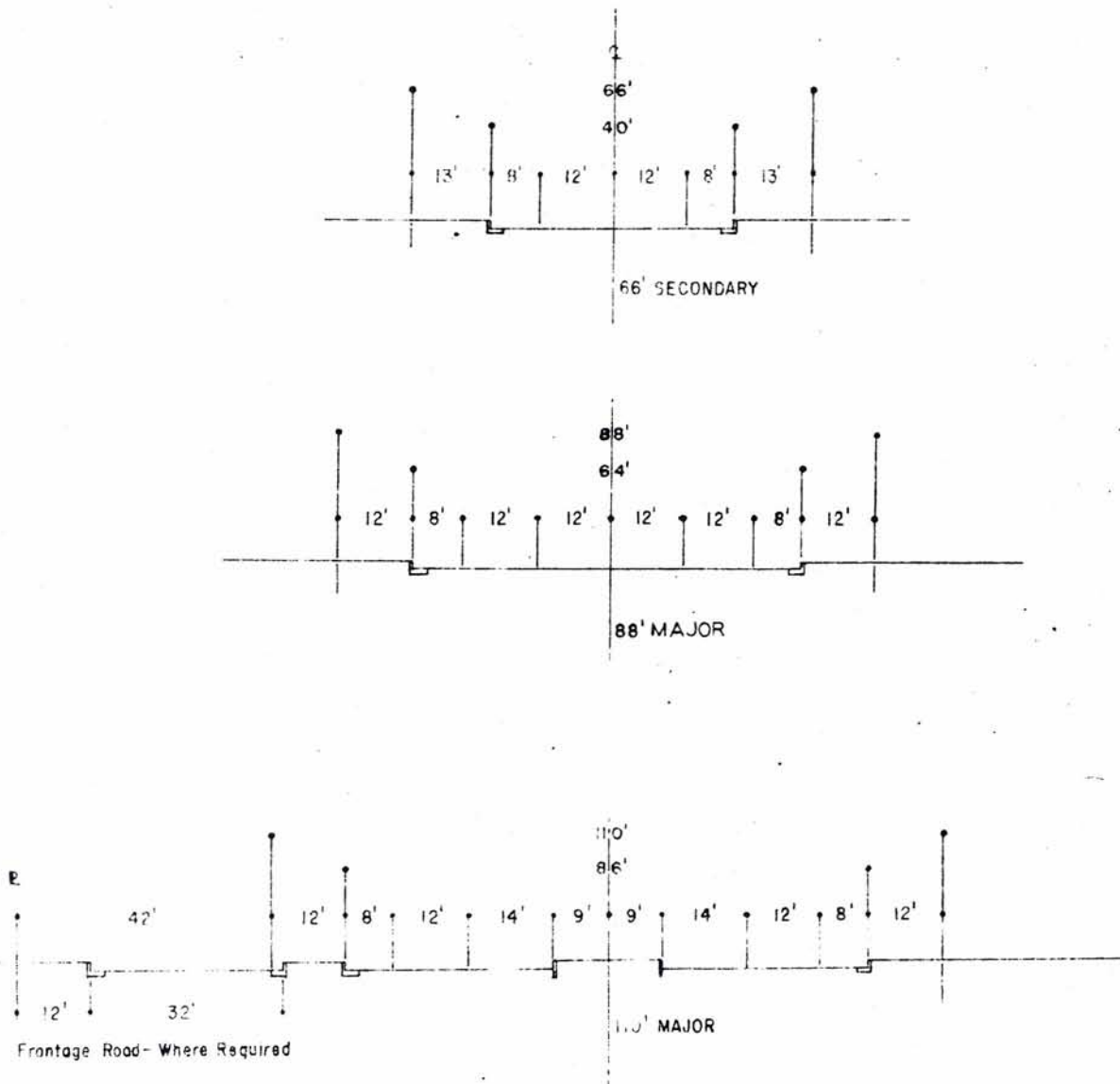
DISCUSSION OF ALTERNATES

Four alternates were considered to meet 20 year traffic demands on the street network:

1. Improving Washington Street between Muirfield and Indiana without improving its connection with either Mary or Madison Streets.
2. Realigning Washington Street to connect with Madison Street.
3. Realigning Washington Street to connect with Mary Street.
4. Maintaining the existing masterplanned alignment in which Washington Street is extended to both Mary and Madison.

All of the above alternates assume that Washington Street would remain on the masterplan as an 88' major street between the city limits to Muirfield. The cost benefit ratios discussed for each of the alternates were based on the following:

1. Average Daily Traffic increasing from 4,500 in 1976 to 11,600 in 1990;
2. Cost based on incremental cost over improving Washington Street;
3. Benefits based on using only vehicle cost of 10¢/mile and on using both vehicle cost of 10¢/mile and \$2.00/hour for time.



MASTER PLAN STREET CROSS SECTIONS

WASHINGTON STREET TRAFFIC STUDY

Figure 11

The major impacts of a Mary Street alignment will be the same as for a Washington Street alignment except that there will be less traffic on Victoria, Lincoln and Indiana between Washington and Mary.

Realigning Washington Street to make a direct connection to Mary Street would cost \$370,000. This cost is based on improvements to provide a standard four-lane roadway from Muirfield to Victoria. Based on 1990 traffic projections and on the origin destination study, the extension would benefit users by decreasing the total miles driven by approximately an average 200,000 miles annually. Translated to dollars based on 10¢ per mile cost, this means a savings of \$20,000. Additionally, there would be a driving time savings of approximately 600 driving hours. These factors yield a cost benefit ratio of 1.33 considering just the savings in mileage and 2.20 considering both mileage and time.

MADISON ALIGNMENT

The Madison Street alignment involves constructing a connecting roadway from Madison - Dufferin to Washington south at Hawarden and improving Madison from Dufferin to Victoria. A new right of way would have to be obtained for the connecting roadway. The existing 80' right of way would be adequate for immediate needs for the Dufferin to Victoria section. There are approximately 47 single family homes fronting on Madison between Dufferin and Indiana.

This route provides direct access to the freeway at Madison - Indiana and would result in some time saving to those going northeast on the freeway. However motorists travelling north on Brockton and northeast on Victoria will have increased travel time and distance. As shown in Figure 9, the Madison alignment results in increased volumes on Indiana and Victoria between Madison and Mary and decreased volumes on Indiana between Mary and Arlington compared to the Washington or Mary alternates.

Realigning Washington Street to tie into Madison Street would cost approximately \$360,000 to improve as a four-lane facility. This realignment would force 75% of the traffic to travel on a longer route resulting in an average net yearly travel increase of 1,223,000 miles, producing a negative cost benefit ratio.

MARY AND MADISON (EXISTING MASTER PLAN)

The primary advantages of the existing master plan alternate are that it provides for the corridor travel desires as determined in the origin and destination study and produces the least impact on critical intersections in the area of any alternate meeting

current travel desires. It also provides the flexibility to deal with changes in travel patterns that can be expected when development occurs east on Washington within the City, as routes will be available for growth both to the east and west.

As the origin and destination study shows that the predominant trip attraction is to the north and east the Mary Street connection is of a higher priority than the Madison leg. Nevertheless, the Madison connector is an essential element of the plan. It can serve as an alternate route to Mary as well as meet future demands and help divide the effect of Washington/Madison corridor traffic on the community. The projected volumes (see Figure 10) for Madison Street in this alternate indicate that it may not need to be improved to an 88' major street in the projected 20 years, but should remain planned for 88' so that development is consistent with its ultimate state. A properly designed two lane roadway with paved shoulders could possibly meet projected demands in the 20 year time frame and possibly beyond. Because of traffic growth beyond the 20 year period the 88' major street should be retained in the master plan.

Together the Mary and Madison connections would cost \$400,000. Based on improving each as a two-lane facility, the savings in average annual vehicle miles would be 420,000 miles per year.

Extending Washington to both Madison and Mary yields a cost-benefit ratio of 2.3 for mileage only and 3.9 for mileage and time. However, it should be pointed out that if Washington is extended to Mary, the incremental cost-benefit ratios for also extending to Madison is only 1.1 and 1.85.

Because the cost-benefit ratio is greater than unity does not mean that the City should immediately implement a project. With dozens of potential projects in the City and only a limited amount of funding, the City should spend funds where the greatest benefit could be derived. There are probably numerous projects that have a cost-benefit ratio in excess of 2.0. Based on the cost-benefit ratios for the alternate projects, consideration should be given initially to the extension of Washington to Mary Street. The extension to Madison Street should be considered as a long-term need when development occurs and resulting traffic volumes are high enough to warrant the project.

CONCLUSIONS

The present master planned alignments for Washington, Mary and Madison Streets reflect travel desires and should be retained on the Master plan.

The relative priorities for improvement of the master planned system should be 1) Widen Washington Street to a high standard two lane roadway from the southerly city limits to the future Mary Street connection. 2) Construct a connection between Washington Street and Mary Street. The final priority, which may not be needed in the near future would be the construction of a connection between Madison and Washington.

The results of the origin and destination study showed that the major travel desire from the Washington corridor is to the North and East. 76 percent of the morning, 67 percent of the evening traffic desired to travel in that direction.

At present, the Arlington and Indiana, and Madison/Indiana and Freeway intersections are operating at Level of Service "D." Anticipated increased traffic volumes are expected to produce Level of Service "E" operation for all alternates.

The Mary Street alternate is second in preference to the recommended alternate. It would provide for the major travel demands to the north and east.

The Washington Street alignment would not adequately address future demands and as a consequence would produce increased volumes on Indiana and Victoria when compared to the recommended alternate of Mary and Madison.

The Madison Street alignment is the route least responsive to the observed travel pattern. This route will cause an increase in vehicle miles traveled for vehicles destined to the north and east, and has a negative cost/benefit ratio. It does, however, provide a direct freeway connection.

ATTACHMENT 3: CITY COUNCIL MINUTES RELATED TO WASHINGTON STREET TRAFFIC STUDY

Mr. Terry Beall presented recommendations for alignment, improvement and traffic circulation of Madison, Washington and Mary Streets. Mrs. Kay DaSilva presented a request from a number of property owners in the area of Washington Street between Van Buren and Victoria Avenue for realignment and widening of Washington Street to eliminate dangerous curves and shoulders and the relocation of and/or removal of all trees and obstructions presenting hazards. Following discussion by interested persons present, the matter was referred to the Parking and Traffic Commission and to the City staff for a report to the City Council on or before August 3, 1976. Further, consideration of any tract or development in the area of the potential street alignments was ordered deferred until after that date.

Diagram illustrating the boundaries of a region defined by three vertical dashed lines. The lines are labeled X_1 , X_2 , and X_3 from left to right.

As requested by the City Council on July 6, 1976, a written report was submitted relative to alignments of Madison, Washington and Mary Streets. Following discussion, the matter of alignments of these streets and Dufferin Avenue was referred to the City Planning Commission for possible amendment of the Circulation Element of the General Plan.

X X

CASES GPC-2-767 AND GPC-3-767 - HEARING DATES
Mr. Robert Buster appeared requesting the City Council to continue the public hearings on Case GPC-2-767 and Case GPC-3-767, being proposed amendments of the Circulation and Transportation Elements of the General Plan, from November 23, 1976, to an evening meeting in January 1977. The City Council declared their intention to continue the public hearings on Cases GPC-2-767 and GPC-3-767 from November 23, 1976, to January 11, 1977, at 7:00 P.M., and the Planning Department was requested to draw up an application for 701 HUD planning grant, with the boundaries to be determined by the City Council prior to the submission of the application.

7:00 P.M.--Hearing was called on the Circulation and Transportation Element of the General Plan relating to Mary Street in the vicinity of Muirfield Road, Washington Street between Muirfield Road and Victoria Avenue, and Madison Street near Dufferin Avenue and Washington Street near Tiger Tail Drive. The City Council, on November 16, 1976, had indicated its intention to continue the hearing on this matter; accordingly, the hearing was continued to January 11, 1977, at 7:00 P.M.

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PROPOSED AMENDMENT TO THE CIRCULATION AND TRANSPORTATION ELEMENT OF THE GENERAL PLAN
(GPC-2-767)

7:00 P.M.—Further hearing was called on the proposed amendment to the Circulation and Transportation Element of the General Plan, GPC-2-767, to: (1) Establish a precise alignment for the proposed extension of Mary Street, a planned 88-foot-wide major arterial, generally between the southerly terminus of Mary Street at the Gage Canal and Washington Street in the vicinity of Muirfield Road; (2) Designate Washington Street generally between Muirfield Road on the south and Victoria Avenue on the north as an 88-foot-wide major arterial and establish a planned street line for such; and (3) Establish an 88-foot-wide major arterial connection between Madison Street in the vicinity of its intersection with Dufferin Avenue and Washington Street in the vicinity of its intersection with Tiger Tail Drive and establish a planned street line for such proposed connection.

Consideration may also be given any combination of the above proposed amendments or any other proposal deemed more appropriate by the City Council. The hearing was opened and proceeded with, having been continued from November 23, 1976. As heretofore directed by the City Council, the minutes of the City Planning Commission pertaining to this matter are on file and are a part of the evidence submitted at this hearing, whether or not any portion thereof is read or discussed. The communication from the City Planning Commission stated that the Commission, by a vote of 8 ayes to 0 noes, recommended amendments to (1) delete Mary Street as an 88-foot-wide major arterial between Victoria Avenue on the north and its proposed connection with Washington Street on the south and (2) add an 88-foot-wide major arterial connection between Madison Street at its present southerly terminus at Dufferin Avenue and Washington Street just southerly of Tiger Tail Drive; by a vote of 7 ayes to 1 no, recommended an amendment to (3) add Washington Street as an 88-foot-wide major arterial between Victoria Avenue on the north and the future intersection of Washington Street with Madison Street on the south near Tiger Tail Drive; and further, by a vote of 8 ayes to 0 noes, recommended that Washington Street be widened as soon as possible between Victoria Avenue on the north and Bradley Street or the City Limits on the south. The communication from the Environmental Protection Commission advised that the Commission, by a vote of 7 ayes to 0 noes, recommended that an environmental impact report be required for this proposed General Plan amendment prior to any final action being taken for the following reasons: (1) The three alternatives outlined in the Planning Department's report should be studied for potential adverse right-of-way acquisition impacts on adjoining properties; (2) Removal of trees and other improvements necessary to establish a major arterial in this area; (3) Creation of small isolated triangles of land; (4) The use of a portion of Hawarden Drive; (5) Noise impacts on existing and future development adjacent to each alternate; and (6) Socio-economic impacts. Additionally, the effect of this proposed amendment on Victoria Avenue should also be studied as well as the whole growth question in this area. The Planning Director presented departmental recommendations, together with maps of the area. Following a brief discussion, motion was made to require an Environmental Impact Report for Madison Street from the freeway to Alessandro Boulevard to include, among other considerations, the impact of increased traffic through the existing residential district from the freeway to Victoria Avenue, recommended street widths, and the intersection of Madison Street with Dufferin Avenue, as well as analysis of Madison Street versus Bradley Street, whether Madison and Bradley Streets should be equal, or if one should be designated as a heavier carrier than the other.

Motion
Second

Many interested persons spoke with regard to all proposals being heard. Written communications were presented and considered. Additions were made to the motion to include Washington Street in the EIR; to make the widening and safety improvements of Washington Street a top priority budget item for the next fiscal year; and to delete Mary Street as an extension of Washington Street from the General Plan, determining that the actions taken would not have a substantial adverse effect on the environment.

Motion
Second

After all present wishing to speak had been heard, the hearing was officially closed. Following discussion among Members of the City Council, a substitute motion was made to delete from the General Plan Mary Street as an extension of Washington Street; to delete Madison Street from Victoria Avenue to Washington Street as an arterial; to order an EIR on Madison Street from Washington Street to Alessandro Boulevard; to make as the highest priority in the coming year's budget the widening and safety improvements of Washington Street from Victoria Avenue to the City limits; with the understanding that tract maps in progress will be considered through the normal process; and determining that the actions taken would not have a substantial adverse environmental effect.

Motion
Second

Following additional discussion, a second substitute motion was made to delete from the General Plan Mary Street as an extension of Washington Street; to delete Madison Street from Victoria Avenue to Washington Street as an arterial; to designate Washington Street in the vicinity of Tiger Tail Drive to Victoria Avenue as 88 feet wide; to make as the highest priority in the coming year's budget the widening and safety improvements of Washington Street from Victoria Avenue to the City limits; to consider the environmental issues in this area as a part of the 701 Planning Grant; and to determine that there would be no substantial adverse environmental effect as a result of the actions taken.

Motion
Second

Motion was made to divide the question. Following a roll call vote, the Mayor Pro Tempore declared the motion not to have carried for lack of a majority vote.

Motion
Second
Ayes
Noes

A roll call vote was then taken on the second substitute motion; and Resolution No. 12984 of the City Council of the City of Riverside, California, Amending the Circulation and Transportation Element of the General Plan by Deleting Mary Street as an 88-Foot-Wide Major Arterial Between Victoria Avenue on the North and Mary Street's Designated Conjunction With Washington Street on the South; by Deleting Madison Street as an Arterial Between Victoria Avenue and Washington Street; and by Designating Washington Street Between Victoria Avenue and the Vicinity of Tiger Tail Drive as an 88-Foot-Wide Major Arterial, was presented; and the title having been read, and further reading waived by the unanimous consent of Councilmen present, was adopted.

Ayes
Noes

ATTACHMENT 4: LETTER FROM CLINT MARR, OCTOBER 4, 2006



Clinton Marr, FAIA
Architect

October 4, 2006

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

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

SUBJECT: Proposed Study of Overlook Parkway Extension

Dear Councilman Betro:

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

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

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

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

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

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

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

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

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

Respectfully,

Clinton Marr
6816 Hawarden Drive
Riverside, CA 92506

CC: Planning and Public Works Departments

RECEIVED
MAR 22 2011

Harold C. Snyder
6475 Victoria Ave., Riverside, CA 92506

OFFICE OF THE MAYOR

Gus Gonzales, Planner
City of Riverside Planning Department
3900 Main St.
Riverside, CA 92522

March 20, 2011

Dear Mr. Gonzales:

I am opposed to the Overlook Parkway connection. I ask you to take this "Highway from Hell" off the General Plan. This monstrous road has been threatening the Greenbelt, Victoria Avenue, Hawarden Hills, Whitegates, and Hillcrest for over 50 years. The people of Riverside passed Proposition R and Measure C to preserve Victoria Avenue and protect agriculture in the City. The magnificent Alessandro Arroyo needs no further degradation. 25,000 trucks and cars barreling down Overlook Parkway as a shortcut to the 91 Freeway is against initiative law and will damage the health and safety of the residents of Riverside. Cyclists, horse riders, joggers and walkers use the entire impacted area for recreation and to maintain a healthy quality of life.

The County has approved the 11,000-unit development Villages in Lakeview. The City of Moreno Valley proposes high density housing in the entire east end of the city. Future traffic impacts from these projects will overwhelm the I-215 and SR-60 freeways. Just as is already taking place in the City of Corona, commuter traffic will flood through the City of Riverside's arterial and local streets to avoid freeway congestion.

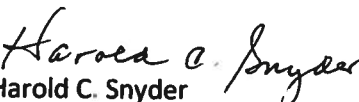
It is not the responsibility of the City of Riverside to allow cut-through traffic between the I-215 and SR-91 freeways for these outlying developments 10 to 25 miles away from Riverside. There is no "regional duty" to accept this traffic. This is utter nonsense. We have no duty to ruin our neighborhoods' peace and quiet, endanger our children, and destroy our property values.

Victoria Avenue is the crown jewel of Riverside. I founded the organization "Victoria Avenue Forever." VAF seeks to improve this beautiful 10-mile linear park. It is so unique it has been placed on the National Register of Historic Places. The City of Riverside has made considerable financial investment in Victoria Avenue, through the undergrounding of the utility lines, upgrading the bike trails, and pedestrian trails, improving the irrigation system.

Cut-through commuters will find a way onto the Avenue to further shorten their time to the 91 freeway. The Madison St./SR-91 interchange is already heavily congested. Adding more will cause the same conditions at Adams Street and the freeway.

Please protect the Greenbelt from heavy traffic according to Prop. R and Measure C. Protect Victoria Avenue. Take the Overlook Parkway connection off the General Plan.

Yours truly,


Harold C. Snyder

March 20, 2011

City of Riverside
Community Development/Planning
Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522

RECEIVED

MAR 29 2011

City of Riverside
City Clerk's Office

Re: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project


I am a resident of the Arlington Heights Greenbelt. I purchased my home with the understanding that Prop R and Measure C protect my property from heavy traffic, pollution, noise, over-development. These two laws have been upheld by the California Supreme Court and other appeals court time and time again.

My street St Lawrence is a cul-de-sac. It will be impossible for me to exit safely on to Dufferin Avenue as a direct effect of Moreno Valley traffic using the proposed Overlook Parkway connection.

The residents of the area have been fighting off the Overlook Parkway connection since the mid 1960's. This almost 50 year battle needs to stop. Please remove the Overlook Parkway connection from the general plan and uphold Prop R and Measure C.

Most sincerely,

Dr. William Wong
2141 St Lawrence
Riverside, CA 92504



Cc: Riverside City Clerk, Mayor and City Council

From: Carola Oels [carola.oels@gmail.com]

Sent: Monday, March 21, 2011 9:32 AM

To: Gonzalez, Gustavo

Subject: Overlook Parkway

Dear Mr. Gonzalez,

I am writing to object to the plan to build a connector bridge on Overlook Parkway.

Building the bridge would drastically increase the traffic, noise, and pollution in an area that belongs to the greenbelt of Riverside. This area is one of the gems of Riverside, why would you want to destroy this beautiful, quaint, and in parts still rural neighborhood by opening it to traffic from Moreno Valley and Perris? Who would benefit from this project? Certainly not the residents of Riverside.

Traffic would also increase in adjacent streets and on Victoria Avenue, another gem of Riverside, which would dearly suffer.

There is no exit strategy for the traffic, unless a major road is cut through the greenbelt to Madison Street. This would potentially violate Prop R and C. Also, this would alter the Casa Blanca neighborhood as well. A few years ago Madison Street was narrowed and beautified with planters to calm down traffic. It is an area where many families with children live, for whom increased traffic would pose a great risk.

Another aspect would be the cost factor. What would the whole project cost, building a bridge across a sensitive habitat, widening and building streets and so forth? Wouldn't it make more sense to use the money for projects to the benefit of Riverside's residents? Why not use that money for example to build more sidewalks, bike lanes, hiking trails, and/or for measures to beautify Riverside even more?

I am also in favor of permanently closing the gates on Crystal View Terrace/Green Orchard Place . The gates are closed right now, and traffic has decreased significantly.

Please, preserve our beautiful neighborhood, one of Riverside's true gems by permanently taking off the bridge project on Overlook Parkway of the General Plan.

Thank you and sincerely,

Carola Oels

7323 Whitegate Ave

Riverside, CA 92506

951-780 3020

carola.oels@gmail.com

March 21, 2011

TO: Mayor Ron Loveridge and Members of the City Council

RE: Case #P11-0050 (CrystalView/Green Orchard/Overlook)

I was born in Riverside and have lived here my entire life. My husband and I have lived on Orozco Drive, off of Overlook Parkway, since 1996, and we lived on Tiger Tail Drive prior to that since 1978. I have watched the city grow and change for over fifty-nine years. Now my children and my grandchildren live here. I have a very personal interest in the future of this city.

We feel that the Green Belt areas should be preserved and protected. If Overlook Parkway is connected, it will bring in traffic from other areas, even from other cities, that will destroy the atmosphere of this area. We can't even begin to imagine the problems with traffic that would ultimately end up on Washington Street, a two lane road which is already crowded, as it is the only connector street in our area between Victoria Avenue and the Woodcrest community. Likewise, Madison Street (south of Indiana Avenue) has also been scaled down to two lanes and would be a tragic mess if we added such an influx of cars.

We must consider why there are those so eager to damage the arroyo and violate Proposition R and Measure C. It seems that these kinds of changes only benefit developers, who destroy areas, take their profits, and leave neighborhoods ravaged. That is our fear for this area. This is a desirable area now, but the changes that are being suggested would depress this area, as well as bring in elements of crime that would encourage residents to move elsewhere.

Please remove this extension of Overlook Parkway from the general plan permanently, and preserve this area for the enjoyment of future generations.

Thank you,


Jan McKee

7028 Orozco Drive
Riverside, CA 92506

(951) 780-0523



March 21, 2011

Gus Gonzales
Community Development and Planning
City of Riverside
3900 Main Street
Riverside, CA 92522



Re: Possible Overlook Parkway Extension

Dear Mr. Gonzales,

Following the meeting of March 9 on the above issue I am writing to express my concerns on the possible extension of Overlook Parkway.

I recognize that this road extension has been in the City plan for an extended period of time, but feel it is time to re-look at this issue and find it in conflict with the City's plan for our neighborhood which is designated as a rural, large lot conservation zone.

The connection of Overlook Parkway presents a number of issues for those of us who live in this neighborhood. In our case, it has been our home since 1978. The connection would bring a volume of traffic from Moreno Valley and Perris down Overlook to connect with the 91 Freeway. This will increase our noise, pollution and the safety of our children. It is my understanding that the estimates range from an additional 20,000 – 40,000 cars per day.

Additionally it will have a negative impact on the Greenbelt and present potential violations of Propositions R and C. The only exit strategies seem to either 1) have this traffic dump onto Washington and then onto Victoria, or, 2) to cut a major road through the greenbelt to Madison or Adams. All of this will have an impact on natural habitat and arroyos.

Areas to the east of our neighborhood have been overdeveloped creating a traffic problem. I do not feel that our neighborhoods should have to pay the price for those decisions.

I appreciate your time in considering these issues.

Sincerely,

Lugena Wahlquist
1020 Tiger Tail Drive
lugenaw@aol.com

March 21, 2011

Ken Gutierrez, Planning Director
3900 Main Street
Riverside, CA 92501



Re: Overlook Parkway

Dear Mr. Gutierrez,

I am a Riverside resident and I moved into the old Whitegates subdivision in 1977. I am strenuously opposed to opening traffic between Alessandro and Washington with the proposed completion of the bridge over the Overlook arroyo.

I have seen the destruction of wild life habitats over the years to the point the coyotes came into established neighborhoods to seek food...mostly our cats. Further traffic estimated at 25,000 cars a day, would add to habitat destruction and violate the serenity of my life and the lives of my neighbors in this great neighborhood.

Such a development would no doubt impact our Greenbelt, Victoria Avenue, increase opportunistic crime, and irrevocably damage this neighborhood where I have lived for 34 years. With the improvements on Alessandro which has had positive impact on the flow of traffic from Moreno Valley to the 91, why do we need another channel for the Moreno Valley residents that would hurt this city? I shudder to think of the damage to Casa Blanca also.

If in the event this connection goes through, the costs of mitigation which residents would demand would be very expensive. I find that the fact developers would substantially contribute to the cost of the bridge a telling factor in who controls this city. The interests of developers are certainly behind this push to complete the Parkway and this is NOT good for the residents of my neighborhood nor the city of Riverside.

Thank you for you time.

Evelyn Cordner, Attorney

1380 Tiger Tail Drive
Riverside, CA 92506
951 780 8306
evelyncordner@yahoo.com

March 21, 2011

City of Riverside
Community Development/Planning
Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522



Regarding: The Overlook Parkway Project Environmental Impact Report

The idea of connecting the several sections of the Overlook Parkway or opening the gates at Crystal View Terrace to allow hordes of Moreno Valley traffic to cut through our neighborhoods is irresponsible and detrimental to the affected neighborhoods well-being.

Again, someone has not thought clearly the impact all this traffic will have on the Arlington Heights Greenbelt, Victoria Avenue (a historical landmark) and especially the lack of consideration for the traffic nightmare at Madison St/Indiana Aven/BNSF Railway/91 Freeway. The traffic will be backed up for miles. You don't need an EIR to see this coming.

Also, Proposition R and Measure C, laws designed to protect the Greenbelt and Victoria Avenue specifically read that the City of Riverside is to reduce heavy traffic in these areas. If you allow the connection you will be breaking the law.

Sincerely,



Lanny Little
263 Cannon Road, Riverside, CA 92506

Cc: Riverside City Clerk, Mayor and City Council

March 21, 2011

City of Riverside
Community Development/Planning
Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522



Re: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

I am writing you because I run in the Riverside Greenbelt along the Gage Canal and along the magnificent Victoria Avenue. I work in Riverside and make it a regular point to exercise and relax in the Greenbelt.

If you were to connect the Overlook Parkway, the traffic congestion, noise and pollution would destroy this beautiful area. I know that people have fought decades for the preservation of this area and Victoria Avenue especially.

Please, for the sake of us who enjoy the Greenbelt and Victoria Avenue, do not add any more traffic to the already congested neighborhood streets. Also I understand that a law was passed 30 years ago that prohibits any heavy traffic in the Greenbelt and Victoria Avenue. I can imagine the traffic coming out of Moreno Valley backed up for miles beginning at the 91 Freeway and Madison Street. This scenario would be a logistical nightmare for any emergency responders.

Remove the Overlook Parkway from the Riverside General Plan and stop wasting taxpayers' money.

Sincerely,

James George

13205 Haven Rock Ct.

Corona, CA 92883

Cc: Riverside City Clerk, Mayor and City Council

Morton-Ellis, Sherry

Subject: FW: Traffic Pattern and Observations in Hawarden Hills

From: George Lenertz [georgelenertz@att.net]

Sent: Monday, March 21, 2011 4:32 PM

To: Davis, Paul

Cc: Gardner, Mike

Subject: Traffic Pattern and Observations in Hawarden Hills

March 18, 2011

Dear Paul,

Just want to say thank you for the closing of Crystal View at Overlook and even though it is apparently only a temporary closing, I wanted to give you my observations of traffic on my street. I currently live at 6774 Hawarden and have for 25 years. Prior to that I lived on Greylock for 20 years overlooking the entire Overlook Parkway area. In 45 years I've seen barren hills come alive and Hawarden go from a meandering lane to a short cut connector road for cross town traffic.

I thought the council had voted to keep Crystal View open, so I was surprised to find it closed. What is even more surprising though is how I found out it had closed. There was such a drop in traffic on Hawarden on Tuesday, that I drove up the hill to see if there was a problem, only to find that Crystal View had been closed at Overlook. Another observation I've noticed, the remaining traffic on Hawarden travels at a greatly reduced speed which would indicate to me that what's left is local neighborhood traffic not people taking a short cut much the same as water does when flowing down hill. It is good to know my neighbors do in fact have respect for my street.

I don't know what the intentions of the council are but I would like cast my vote for re-closure of Crystal View at least until the future plans of what to do with the Overlook traffic problem are resolved. The change in traffic patterns has really made a big difference on Hawarden this week. When I built here, the city had a plan for the future of Overlook/Washington traffic. Over the years, people who were in the position you're in now have sold out that plan for one reason or another. So much so, that I no longer know what the plan is and I'm not sure the city knows either. If you should decide to leave Crystal View open, would you please consider making right turns off of Overlook on to Orozco illegal. A simple No Right Turn sign at Orozco and Overlook would restore Hawarden to the meandering lane it used to be.

I don't envy the position you're in on what to do with the Overlook problem. For every person you make happy, chances you will make one or more unhappy. When looking at the future for the Overlook Parkway/Washington problem, don't forget to look at the past. Past history just might show that the old original plan wasn't too bad. If during your discussions on what to do in the area you should want some community input or help from me in any way, please let me know. Please do keep me informed as to meetings and discussions on the traffic solutions in the Hawarden Hills.

At best, thanks for two weeks of reduced traffic and more peace and quiet in my neighborhood. Looking forward to more of the same. No right turns on Orozco would be helpful no matter what you do.

Thanks, George

George/Linda Lenertz
6774 Hawarden
Riverside, CA 92506

georgelenertz@att.net
951.780.1354



3-22-11

To: Mayor and City Council of Riverside
City Planner

From: Roger & Faith Clarkson
1463 Rimwood, Riverside, Ca. 92506
(951) 780 1040

Faith and I were married
in our backyard in 1983. I built
our home in 1982 at the above
address. It was a nice and quite
neighborhood. Were the 3rd house
built in the Ravenswood development -

now, is it really necessary
to build a bridge to disaster for
people living near overlook parking?

Where and how do you intend
to move all the traffic onto Washington
and then down to Indiana Ave at rush
hours? Victoria Ave and Washington,
at a four-way stop, will be so
bad you may think you're on the
91 Freeway! Furthermore, do you
have the money for this fix?

Have the planners determined how
they are going to slow the traffic
down? As you know, it's all
down hill from the bridge to Washington!

(over)

In closing, it would be the City
Planner, Luis Gonzales, to use
circumspection in going forward.

The consequences will most likely
be deaths from accidents.

Sincerely,
Roger Clarkson
Luis Chavez

From: Taradas Bandyopadhyay [taradasb@yahoo.com]

Sent: Tuesday, March 22, 2011 4:45 PM

To: Gonzalez, Gustavo

Cc: Davis, Paul

Subject: Traffic Impacts in Overlook-Orozco Dr-Gainsborough Dr-Hawarden Dr Area

Dear Mr. Gonzalez,

I am a resident of Orozco Drive. I want traffic impacts on my neighborhood fully integrated into the study and that I do not want any plan adopted that would increase traffic in my neighborhood. Thanks for your attention.

Regards,

Taradas Bandyopadhyay

6919, Orozco Drive

March 22, 2011

Nancy Stiles

**1353 Dimroad
Riverside, CA
92506**

**Phone:
951.780.6011**

City of Riverside
Community Development /Planning
Gus Gonzales
3900 Main Street
Riverside, CA 92522

RE: EIR Project (P11-0050) Crystal View Terrace/Green Orchard
Place/Overlook Parkway

Hello,

I am writing you to express my strong opposition to building an expensive bridge to connect Alessandro Blvd. to Washington Street via Overlook Parkway.

We live in a very nice, quiet neighborhood with very little traffic or congestion. I have lived here for many years and I would not like to lose this lifestyle and tranquility to an on slot of noisy and polluting traffic mostly for the benefit of those who do not even live in Riverside.

I would encourage the city to do things like working with Caltrans on expanding the number of lanes on the crowded 215 and 91 free-ways or leaving the Crystal View Terrace and Green Orchard Place streets open for minor traffic flow, but don't ruin one of the most preferred neighborhoods in Riverside by spending money our government doesn't have on a bridge that would make Overlook Parkway a major highway through our beautiful community.

Thank you!

Sincerely,

Nancy Stiles

Nancy Stiles



RECEIVED

MAR 25 2011

City of Riverside
City Clerk's Office

To the city of Riverside

The Overlook Parkway extension will impact our area to where our quality of life is at stake. The extension will divide up our neighborhoods in the surrounding areas. The traffic will be cutting down other streets such as Dufferin, Washington and Madison to add to their shortcuts. The neighborhoods will be cut off to access their own streets. These streets are used by horseback riders, walkers, joggers, bicyclists and students walking to and from school. We will lose all of this if this project is built. The tax payers of Riverside will be footing the bill for the Moreno Valley traffic to have a short cut. The citizens of Riverside will have to pay (taxes) to pick up the trash, remove the graffiti, maintain the roads, and police to patrol more crime. The school traffic in the neighborhood will be worse and endanger the students. We will have to endure longer traffic waits, more noise, air pollution, crime and graffiti. And I would think that since the city is already short on police and fire personnel, it will mean longer response times to add to what already is a long wait.

Thank you
Pat and Debby O'Leary
7381 Pontoosuc Ave
Riverside, Ca 92504

A handwritten signature in dark ink, appearing to read "Debby O'Leary". The signature is fluid and cursive, with a large, stylized initial "D" and "O".

3-22-11

From: Mike Postolache [mike@hytechtile.com]
Sent: Tuesday, March 22, 2011 7:01 PM
To: Gonzalez, Gustavo
Cc: Davis, Paul
Subject: Overlook Parkway to Alessandro Blvd. connection

Gentlemen,

My name is Narcis Mike Postolache and I live at 6936 Orozco Dr, Riverside, Ca 92506

I would like traffic impacts on my neighborhood fully integrated into the study, and I do not want ANY plan adopted that would increase traffic in the neighborhood.

Best regards,

Mike Postolache
Hy-Tech Tile, Inc.
Chairman/CEO

O (951) 788 0550
F (951) 788 0551
M (951) 232 5904

www.hytechtile.com

Diane Jenkins Perry

March 22, 2011

City of Riverside
Community Development/Planning
Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522

RECEIVED

MAR 23 2011

City of Riverside
City Clerk's Office

Re: P11-0050
Crystal View terrace/Green Orchard Place/Overlook Parkway Project

Mr. Gonzalez,

I have been a resident of the City of Riverside for 25 years. As a long time resident, I have had the opportunity to watch our city grow and change.

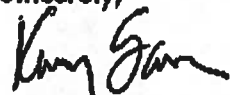
Riverside's uniqueness is its greatest asset... open spaces including the Greenbelt, downtown, its number of colleges and universities, diverse population, historic preservation efforts including Victoria Avenue, and many distinct neighborhoods.

I want to be on record as in absolute opposition to any discussions about connecting Overlook Parkway. To create a major thoroughfare that will cut through multiple neighborhoods by beginning/ending at the 91 Freeway is irresponsible of city planners. If this road were so critical to the traffic patterns of the city, then it should have been built long before neighborhoods became well established around it.

Victoria Avenue and the Greenbelt are jewels in this city and set Riverside apart from other cookie-cutter cities throughout Southern California. For city planners to even consider a high volume of traffic to cross and impact this historic street and the Greenbelt is also irresponsible.

This is the most significant quality of life issue facing residents in this part of the city, and I expect that city planners will represent the interest of the current residents of neighborhoods over outside pressures to connect Overlook Parkway.

Sincerely,



Kenny Sawa
1184 Muirfield Road
Riverside, CA 92506

Cc: Riverside City Clerk
Mayor and City Council

From: Alexander Kuruvila [alexkuruvi@gmail.com]
Sent: Tuesday, March 22, 2011 8:20 PM
To: Gonzalez, Gustavo
Cc: Davis, Paul
Subject: Study about connecting Overlook Pkwy to Alessandro Blvd
Dear Mr. Gonzalez,

My wife and I along with our children have been residents of the Overlook area (Gainsborough Drive to be exact) for the past 18 years. We were very concerned and in fact spoke at the city hall about 15 years ago, not wanting the connection between Overlook Parkway and Alessandro Blvd. Fortunately, city deferred action indefinitely at the time. Now it seems that city is about to take up this matter again. We continue to object this move and would oppose the proposed plans to connect the Overlook Parkway with Alessandro Boulevard. The reasons are simple, roads like Hawarden Drive and Gainsborough Drive are narrow and tortuous and will not be able to handle any increased traffic. By connecting the Overlook Pkwy with Alessandro Blvd, there will definitely be additional traffic in both Gainsborough Drive and Hawarden Drive for people cutting through Mary to access Arlington Avenue and Brockton Avenue and also the Freeways, particularly 91 East at Arlington Avenue. There will certainly be more accidents in these connecting streets and Gainsborough Dr, Hawarden Dr and even Mary Street are all very residential areas not designed to cope with this increased traffic and the resultant risk of traffic accidents. So, we request you to fully integrate into the study (that you are undertaking regarding the connection of Overlook Pkwy with Alessandro Blvd) of all possible impacts on our neighborhoods particularly with regards to risks/accidents resulting from increased traffic. We do not support any plan that will increase traffic in our neighborhood.

Thank you very much for your time and consideration.

Alexander Kuruvila, MD
Mrs. Valsa Kuruvila
2063 Gainsborough Dr
Riverside, CA 92506

March 21, 2011

City of Riverside
Community Development/Planning
Mr. Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522



Re: Case No.: P11-0050 (Crystal View Terrace/Green Orchard Place/Overlook Parkway Project)

I work in Riverside. The Overlook Parkway connection is a bad idea because it will destroy local neighborhoods by allowing cut-through traffic when this traffic should be using the freeway system. Also, the city does not have adequate infrastructure to handle the traffic through Casa Blanca, Victoria Avenue and especially at the 91 Freeway.

I am very aware of two laws passed in Riverside many years ago: Proposition R and Measure C. These laws specifically address the issue of heavy traffic on Victoria Avenue and the Riverside Greenbelt. The city is mandated to reduce heavy traffic on these streets. Anyone can see that if you open Overlook Parkway to the masses of commuters in Moreno Valley it will dump heavy traffic onto the protected streets directly in violation of these laws.

Take it off Riverside's General Plan.

Regards,,

Stephen Morris
26825 Wilderness Dr
Winchester, CA 92596

Cc: Riverside City Clerk, Mayor and City Council

March 23, 2011

City of Riverside
Community Development/Planning
Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522



Re: P11-050 Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

Mr. Gonzalez,

I live on 7332 Pontoosuc, Riverside, 92504 and lived in Riverside my entire life. We object to the completion of the Overlook Parkway because it will cause the destruction of our Greenbelt neighborhoods and the desecration of Victoria Avenue by allowing tens of thousands of cars direct access to the 91 Freeway. These cars will originate from Moreno Valley and use Alessandro Blvd./Overlook Parkway/Greenbelt Streets/Victoria Avenue to gain access to the 91 Freeway and destinations West. I am also an equestrian and it would become impossible for me to ride safely in the Greenbelt due to all the high speed traffic travelling on our narrow streets.

We have already seen a huge increase of traffic in the last year coming down Madison Street from Washington and Dufferin. These cars travel at high speeds, run stop signs and have a total disregard for our neighborhoods. I can tell who the locals are because they drive carefully and slowly. I recognize the locals because I have lived here all my life and know who they are.

In the 1970's we fought hard to preserve Victoria Avenue and the Citrus Greenbelt. We placed a referendum on the ballot to save these precious areas: it was called Proposition R. It passed overwhelmingly. Then in 1987 we had to place another referendum on the ballot to amend Prop R because the city was not taking our voter approved law seriously. It was called Measure C. This law was also approved by the people of Riverside and legally stopped the City from eroding our rights.

Take this project off the General Plan permanently and abide by the laws put into being by the citizens of Riverside.

Yours respectfully,


Teresa Yoakam

cc: Riverside City Clerk, Honorable Mayor and City Council

From: Diane Lamb [hblamb@woolseylaw.com]

Sent: Wednesday, March 23, 2011 8:49 AM

To: Gonzalez, Gustavo

Cc: Davis, Paul

Subject: Overlook Parkway

I am very concerned about the studies being done to open up Overlook Parkway. I have lived on Mary St since 1981 and when I moved in people rode horses down our street, since then Mary St has become a "freeway" of speeding cars. If Overlook were to be connected I can only imagine the tremendous increase in traffic and speed that would impact my neighborhood. Would you want this on the street you live on? I think not....

Please look at all options carefully. There must be another solution, or should we just leave things as they are?

Thank you,

Diane Lamb

2597 Mary St

From: Rakesh Chopra [rc_chopra@hotmail.com]

Sent: Wednesday, March 23, 2011 9:49 AM

To: Gonzalez, Gustavo; Davis, Paul; overlooktraffic@aol.com

Subject: FW: Dear Councilman and city planner - DO NOT WANT OVERLOOK PKWY TRAFFIC
Dear Gus Gonzalez and Paul Davis,

I am a resident in the Whitegate area, specifically near Overlook and Washington area. I am concerned with the city study to allow the completion of Overlook Parkway with Alessandro Boulevard.

I am opposed to any traffic increase or impact on our neighborhood. Thus I am opposed to any study that allows the completion of Overlook/Alessandro.

Thanks very much for your time.

Sincerely,

Rakesh Chopra
6926 Orozco Dr
Riverside, CA 92506



March 23, 2011

City of Riverside
Community Development/Planning
Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522

Peter and Nancy Lewis
2387 Grace Street
Riverside, CA 92504

Re: P11-050 Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

Mr. Gonzalez,

We have lived in Riverside our entire lives and respect the history of Riverside, the Citrus Greenbelt and Victoria Avenue. We ask that you reconsider the building of the bridge over the Historic Alessandro for ecological reasons and most importantly to not let large numbers of vehicles access to our local neighborhoods.

Please remove the Overlook Parkway from the General Plan and please consider the alternative of lobbying CalTrans for additional lanes and infrastructure on the 91 Freeway, 60 Freeway and 215 Freeway.

Proposition R and Measure C protect our Greenbelt streets from heavy traffic. Please obey the law and do not make this route a cut through for Moreno Valley commuters.

Respectfully,



Peter and Nancy Lewis

cc: Riverside City Clerk, Honorable Mayor and City Council



March 23, 2011

City of Riverside
Community Development/Planning
Gus Gonzales
3900 Main Street
Riverside, CA 92522

Re: Case # P11-0050 (Crystal View Terrace/Green Orchard Place/Overlook Parkway Project)

Dear Mr. Gonzales:

We are writing this letter to strongly protest the plans to complete a bridge that will connect the two sections of Overlook Parkway and turn it into a major thoroughfare for traffic between Riverside and Moreno Valley, as well as Perris and Menifee. This will hugely impact in a very negative way the people who bought homes in the Whitegate area of Riverside, as we did back in 2000.

We settled on this area of Riverside because we wanted to be near the historic and charming Victoria Avenue, and also enjoy the special beauty of this greenbelt area, with its mature landscaping, cleaner air, and upscale, quiet neighborhoods. If this bridge is built, it will undoubtedly change all that, adding a huge influx of traffic, increased crime, increased pollution, and worst of all, gridlock on Overlook and Victoria Avenues, as well as on the streets surrounding them.

When councilman Paul Davis spoke to us at a neighborhood meeting shortly after his election in 2009, he all but guaranteed that this issue would never come up, and that the bridge would never be built. And now here it is before the council once again.

We hope you will carefully consider our objections, and those of our neighbors, and find an alternate route that permanently puts this very bad idea to rest for once and for all.

Best regards,

Don & Estelle Shay
Don & Estelle Shay
1363 Rimroad
Riverside, CA 92506

From: Estelle Shay [estelleshay@cinefex.com]
Sent: Wednesday, March 23, 2011 12:41 PM
To: Gonzalez, Gustavo
Subject: Case #P11-0050

Importance: High

City of Riverside
Community Development/Planning
Gus Gonzales
3900 Main Street
Riverside, CA 92522

Re: Case # P11-0050 (Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

Dear Mr. Gonzales:

We are writing this letter to strongly protest the plans to complete a bridge that will connect the two sections of Overlook Parkway and turn it into a major thoroughfare for traffic between Riverside and Moreno Valley, as well as Perris and Menifee. This will hugely impact in a very negative way the people who bought homes in the Whitegate area of Riverside, as we did back in 2000.

We settled on this area of Riverside because we wanted to be near the historic and charming Victoria Avenue, and also enjoy the special beauty of this greenbelt area, with its mature landscaping, cleaner air, and upscale, quiet neighborhoods. If this bridge is built, it will undoubtedly change all that, adding a huge influx of traffic, increased crime, increased pollution, and worst of all, gridlock on Overlook and Victoria Avenues, as well as on the streets surrounding them.

When councilman Paul Davis spoke to us at a neighborhood meeting shortly after his election in 2009, he all but guaranteed that this issue would never come up, and that the bridge would never be built. And now here it is before the council once again.

We hope you will carefully consider our objections, and those of our neighbors, and find an alternate route that permanently puts this very bad idea to rest for once and for all.

Best regards,

Don & Estelle Shay
1363 Rimroad
Riverside, CA 92506
(951) 789-8590

March 23, 2011

City of Riverside
Community Development /Planning
Gus Gonzales
3900 Main Street
Riverside, CA 92522



RE: EIR Project (P11-0050) Crystal View Terrace/Green Orchard Place/Overlook Parkway

To whom it may concern;

As a resident of the Overlook Parkway neighborhood, I am writing you to express my strong opposition to building an expensive bridge on Overlook Parkway to connect Alessandro Blvd. to Washington Street.

I enjoy my neighborhood because it is quiet and something you just can't find in Orange County. Why is it that some folks in the city will not be happy until there is nothing unique about Riverside and our special neighborhoods and we are just a clone of Orange County?

Where do you think the traffic is going to go when it reaches already crowded Washington Street? If you take Overlook and connect it to Madison, the already congested Madison, Indiana and 91 freeway interchange will need to become another Van Buren interchange and how will our financially challenged government whether it's the federal, state or city government, ever afford the multi-million dollar cost of making the Madison, Indiana & 91 freeway interchange like the Van Buren interchange? Wouldn't it be better for the taxpayers to take the money for an expensive bridge, and spend money on existing roads and freeways to accommodate the traffic. Fix potholes on roads that are used by trucks and autos in the city. Residential areas do not need to become mass transit roads as in preplanned communities. Wouldn't it be better to keep the traffic on the freeway where it belongs and out of one of Riverside's beautiful and quiet residential neighborhoods?

I implore the city not to ruin my neighborhood by automobiles speeding down residential streets traveling over a bridge and congesting the city streets in the whitegate neighborhood. You need to explore other alternatives and use taxpayers money wisely.

Sincerely,

A handwritten signature in cursive script that reads 'Linda Singletary Heaslet'.

Linda Singletary Heaslet
7425 Whitegate Ave

From: Ed McBride [sailboat146@yahoo.com]

Sent: Wednesday, March 23, 2011 2:56 PM

To: Gonzalez, Gustavo

Cc: Davis, Paul

Subject: Traffic Concerns

Hello Mr. Gonzalez,

I have lived at 2536 Mary St. for the past 31 years. During that time I have witnessed a steady increase in traffic, and it's just getting worse. I know the city is reviewing a plan which may include opening Overlook Parkway to pass through traffic from Alessandro Boulevard. If this occurs, the traffic issues we now have will multiply and the quality of life we currently enjoy will be adversely impacted. For these reasons, I would strongly urge the city not to allow this to occur.

Sincerely,
Ed McBride
2635 Mary St
(951)780-2574

From: Amy Schumacher [arebpope@hotmail.com]
Sent: Wednesday, March 23, 2011 3:29 PM
To: Gonzalez, Gustavo
Cc: Davis, Paul
Subject: Overlook Parkway Connection Study

Hello Mr. Gonzalez,

I am a resident who lives on Hawarden Drive. I have been made aware that the City of Riverside is about to begin a study to determine if and how Overlook Pkwy will be connected to Alessandro. I would like traffic impacts on my neighborhood fully integrated into the study and do not want any plan adopted that would increase traffic in our neighborhood. People already drive fast enough on my street and there are no speed bumps; thus my family would not like to see an increase in pass through traffic. Thank you for allowing me to voice my opinion.

Regards,
Amy Schumacher
6837 Hawarden Drive

From: Trav4lor@aol.com
Sent: Wednesday, March 23, 2011 9:58 PM
To: Gonzalez, Gustavo
Cc: Davis, Paul
Subject: Re: Overlook Parkway
Dear Mr. Gonzalez and Mr. Paul Davis,

Solving the Overlook Parkway is indeed a difficult problem for the city. I understand the city is beginning a study to solve the issue. I live on the corner of Hawarden Drive and Oleander, and I am really concerned about potential traffic. So we want traffic impacts on our neighborhood fully integrated into the study and we do not want any plan adopted that would increase traffic in our neighborhood.

Paul & Elayne Lohr
6800 Hawarden Drive
Riverside 92506

7468 Dufferin Ave.
Riverside, CA 92504
March 23, 2011

Mr. Gus Gonzalez, Associate Planner
City of Riverside
Community Development/Planning
3900 Main Street
Riverside, CA 92522



RE: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

Dear Mr. Gonzalez:

We are writing this letter to urge you to remove the Overlook Parkway Project from the General Plan. We feel that the Overlook Parkway connection would cause multiple, unnecessary problems for us.

We have enormous concerns about the effect on traffic. We believe the connection will unduly add to the volume of traffic through our area. We have a young son and believe such additional traffic will render our area much less safe than it is currently.

Due to congestion already present on Washington, commuter traffic cuts across on Bradley and Dufferin (our street) in order to get to Jefferson and Adams. If the traffic load on Washington is increased, this will place tremendous pressure on these other streets. It will also place pressure on Victoria.

The City has done its citizens a great service in protecting Dufferin on the western end from excess traffic, as is called for by Prop R and Measure C. We believe Prop R and Measure C should protect Dufferin and Bradley from increased traffic on the eastern end.

The City has also done a wonderful job of protecting Victoria Avenue, a Riverside Landmark that has been placed on the National Historic Register. There are no stop lights between Van Buren and Alington, and this preserves intact the historic beauty of the Avenue. This part of the Avenue is the most beautiful street in all of California. This has been possible only because the City has protected the Avenue from traffic. We hope the City will take these matters into consideration.

Sincerely,

Margaret and Andy Wilson
Margaret and Andy Wilson

From: Melissa Ciacchella [twicethemom@prodigy.net]

Sent: Wednesday, March 23, 2011 10:11 PM

To: Gonzalez, Gustavo; Darnell, Doug

Subject: Crystal View Terrace Gate EIR

Importance: High

March 23, 2011

To Gus Gonzalez, Doug Darnell, and To Whom Else It May Concern,

I would like to start by saying that since the gates closure for the study purposes on March 14, 2011 there has been an incredible difference in traffic starting in just the first day. The volume of traffic in our area has decreased by more than half. I have felt incredible relief and a huge break in stress levels trying to maneuver my street. The levels are not as low as they had been when we first moved in, but it has been nice to begin to enjoy our living environment once again. We purchased our home in this area because of the environment that it provided us. We have lived in our home for more than seven years and watched the changes that have taken place in that short time. We were located in the County of Riverside and the gate was the boundary line between the County and the City. During our time with the County there was not an issue with the gate and when the section of Crystal View Terrace from Overlook was paved up to the gate, the gate closure was maintained. Since our annexation to the City there has been an issue of keeping the gate closed. More and more people are becoming aware of this option of Crystal View Terrace and the traffic levels, pollution, noise, speeds, and crime levels have all been increasing. They will continue to increase over time as more people become aware of this street and as more homes are built on the top section of Overlook Parkway near Crystal View Terrace. The resident's way of living in our area has changed greatly. We can no longer go for walks or ride bikes with our kids for fear of safety on Crystal View Terrace. I have been almost hit head-on at least twice by speeding cars coming into the oncoming lanes on my own street while returning home from school with my children. The recent striping, stop signs, and speed bumps have helped to calm some of the crazy drivers but not the volume. We have thousands of cars that speed past our house on a daily basis now since the gates opening. No longer do we live in a nice quiet neighborhood. The constant sound of tires as more and more cars drive in front of our house has made it no longer enjoyable to open the windows. The frustration of trying to get out of my driveway and the not feeling safe driving my own street are a daily stress. The arguments that I have been hearing from the residents that want the gate open have no validity to this situation. Convenience over safety and character of our neighborhood to the residents on Crystal View Terrace is not a reason to open the gate. The gate was placed there in lieu of the original concrete barrier to address the safety issue of access to emergency vehicles. Since the gate was opened Crystal View Terrace has now become a main thoroughfare connecting Van Buren to Overlook. Crystal View Terrace is a residential street and should not become an option of choice over using Van Buren or Alessandro. We are not a four lane highway to connect one area to another. If that was the intent for Crystal View Terrace we would have never supported the annexation to the City. This was never disclosed to us prior to the annexation. I understand that there are thousands of cars that pass our home now that go through the gate and wish to keep it open, but the real issue is how this change has and will continue to grow and affect the people that live on Crystal View Terrace that did not expect this type of living environment when they purchased their homes. Just taking a drive down John F Kennedy, Dauchy, and Cactus you will see on most occasion's dead rabbits and squirrels proving the large volumes of traffic. Without these large volumes of cars the level of dead animals would be less, not to mention the amount of times that we have seen fences and street lights that have been run into. The gate should remain closed until there are other alternatives for passage on streets that are made to handle large volumes of traffic. I am concerned that even connecting Overlook Parkway will still cause Crystal View Terrace to continue to be an arterial connector. Our street was not constructed to accommodate large volumes of traffic and the type of living in this area was meant to be rural residential not a business thoroughfare.

Sincerely,

Melissa Ciacchella

14242 Crystal View Terrace

951-776-4232

From: Czar5@aol.com [Czar5@aol.com]
Sent: Wednesday, March 23, 2011 6:38 AM
To: Gonzalez, Gustavo
Cc: Davis, Paul
Subject: re: overlook Parkway

Hi Gus,

My family has lived on Mary Street a long time and we have had to deal with so many cars from the neighborhoods above us that the police can sit at Mary and Francis and ticket cars all day long, that's how many run the stop sign there or drive above 50 mph. The speed bumps are simple fun for some of the drivers in their 50K SUVs.

But if you connect Overlook to Alessandro Boulevard without connecting Overlook directly to Madison, where people can get onto the 91 Freeway, then a lot of that traffic will cut through Francis St. or via Hawarden onto Mary Street and make the street totally unsafe during rush-hour times.

I think you must totally re-think this project before you consider ruining a decent Riverside neighborhood where young and old walk the sidewalks with their families and dogs.

And while I'm at it, I believe it is time to place a crosswalk at Washington and Victoria to protect the many people who jog on Victoria, ride their bikes and simply take walks with baby carriages, etc. on that beautiful Avenue. That intersection is an accident waiting to happen on the weekends as cars never seem to look for pedestrians walking or jogging as they cross Washington.

thanks, John Czarnecki
2460 Mary St.
Riverside

From: Tom Mazzetti [tmazzetti.bbc@sbcglobal.net]

Sent: Thursday, March 24, 2011 11:31 AM

To: Gonzalez, Gustavo

March 23, 2011

Mr. Gus Gonzales, Associates Planner City of Riverside

RE: Overlook Parkway Extension

Dear Mr. Gonzales,

This keeps coming up over and over. It seems to benefit one neighborhood you are willing to destroy another, the Greenbelt area of Riverside. Grace St. & Jefferson St. are small narrow streets. It is currently difficult for two way traffic now. With the great increase in traffic opening overlook parking would be very dangerous, These streets were not designed and built to handle much traffic.

We are in the Greenbelt area and have been told for years that the city wants to protect this area from growth and traffic. In our opinion extending Overlook Parkway would be contrary to this. The Greenbelt is simply not set up to handle this type of traffic.

We are totally confused how extending Overlook Parkway will have any benefit for our area. It will be a dangerous traffic nightmare.

Please reconsider and check out the streets in the Greenbelt area that will be expected to handle this huge traffic increase.

Sincerely,

Tom & Barbara Mazzetti
2254 Grace St.
Riverside, CA 92504

MARIE HEMPY

1453 TIGER TAIL DRIVE RIVERSIDE, CA 92506
TEL 951-780-1192 Home Email mwhempy@sbcglobal.net



March 23, 2011

City of Riverside
Community Development/Planning
Gus Gonzalez, Associate Planner
3900 Main Street
Riverside, CA 92522

Re: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

Dear Mr. Gonzalez:

I am one of the early members of 'Victoria Avenue Forever.' Our organization has worked the last 20 years to preserve this beautiful and historic avenue. Since the early 1900's the residents of Riverside have been working hard to preserve Victoria Avenue and the Greenbelt. Our group has been responsible for initiating the unique signs the city is using to mark the passing cross streets. We raised all the funds to pay for them. We've planted hundreds of commemorative trees along The Avenue, again, at no cost to the city. Victoria Avenue Forever has been publishing a color brochure for the past fifteen plus years that is distributed to the Mission Inn, libraries, and other places where visitors and residents can get them. These brochures are frequently updated. The information kiosk near Lewis park was another endeavor. We help maintain the small parks Along The Avenue.

Riversiders as a community, have supported us with manpower as well as cash.

With all that interest and support from our community, we feel it imperative to protect the ambiance of Victoria as a 8 1/2 mile linear park where walkers, bicyclists, and drivers can enjoy a quiet, peaceful outing. We thought this had happened with the Passage of Prop "R" and measure "C". (Judge Kaiser thought so too when he ruled on the Lia Sierra plan!)

If Overlook is connected, and the gates are opened we are told to expect traffic on Overlook projected at 70,000 cars and trucks a day. Some of that surge will no doubt use The Avenue!

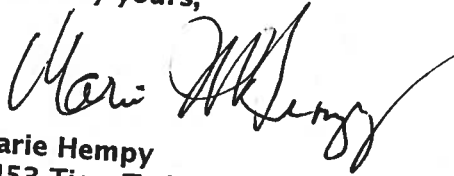
That would destroy what we, the community, have worked so hard to accomplish.

Proposition R and Measure C stipulate that the City MUST protect Victoria Avenue and the Greenbelt from heavy traffic.

**Victoria Avenue is registered with the National Register of Historic Places.
Please help our community protect this historic avenue:**

Remove the Overlook Parkway connection from the general plan.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Marie Hempy", with a stylized, flowing script.

**Marie Hempy
1453 TigerTail Dr.
Riverside, CA 92506**

Cc: Riverside City Clerk, Mayor and City Council

Comments on Notice of Preparation of Draft EIR – Crystal Ridge et al P11-0050

From: Tom S. Taylor, P. O. Box 51809, Riverside 92517-2809
8020 Citricado Lane, Riverside 92508
951-776-0743 ; ccell 951-203-3427
<taylorlts@prodigy.net>

Date: 24 March 2011

To: City of Riverside
Gus Gonzales, Associate Planner
ggonzalez@riversideca.gov

*Sent by e-mail
24 March 11*



1. Scenarios 3 and 4, involving the Overlook bridge over the Alessandro Arroyo, should be dropped from the study.

The gates were introduced because at the time it was erroneously feared that there would be excessive cut-through traffic on the subject streets. The Overlook bridge was only tangentially involved as it was believed that its completion would relieve that cut-through traffic. That may be true to some extent, but the street traffic in question is predominantly coming from the local neighborhoods southeast of the proposed barriers. The bridge would not tempt them if it existed. The approximately 600 people who petitioned to keep the gates opened were not addressing the bridge in their petition. It is not the current issue. Traffic in its absence is the current issue.

If the Overlook bridge is not involved, the subsequent traffic confirmation would only need to be supplemented by a Notice of Exemption under Section 7. C. of the City Guidelines, and/or a Negative Declaration under Section 9.A.1.

The Environmental documents that led to the presence of the gates specifically identified that their presence was not an element of environmental mitigation. Neither would be their removal. On the other hand, if the gates are not removed or left open there is a significant Environmental Impact that should be an element of the study.

2. Consider the Traffic Related Environmental Impact of The Barriers.

Riverside has measured the Crystal View Terrace traffic. It was found to have stabilized at about 1700 cars per day, of which about 20% were "cut-through," defined as not from the neighborhood. The traffic on this street is not a torrent. At peak periods it would be about one vehicle every 25 seconds. Cut-throughs come about 2 minutes apart. Off-peak, there is about one vehicle every 77 seconds; cut-throughs about every 6.5 minutes. The feared cut-through traffic has not developed. The need for the gates does not exist.

If the barriers are restored, the environmental impact cannot be considered as insignificant. The 1700 vehicles a day using this route are not doing it because it is scenic

or fun to drive. They are doing it because it is convenient, which means quicker, closer, less expensive. GPS readings yield the following increases in distances from the barrier area to the listed destinations if the barrier is in place:

Mission Inn	0.9 miles farther
Riverside Plaza	1.0
Tyler Galleria	1.9
Parkview Hospital	1.3
Moreno Valley Mall	5.9
Riverside Home Depot	2.4

If we regard these as representative destinations for the users of the route, the average user is saving 2.23 miles travel. The total miles saved per year is about 1,200,000. The fuel savings is about 70,000 gallons. The barrier traffic related environmental impact is significant. By Section 15064 of the State Guidelines, public expressions of environmental concern need to be considered; the petition reflects that concern.

3. Drop Bridge Preliminary Engineering

If the Overlook bridge scenarios remain in the study, there is no need for a bridge preliminary engineering effort as mentioned in the public meeting. There have been at least two bridge cost estimates in the recent past. It would not be possible to make these estimates without a preliminary design. We should use the existing designs.

4. Expand Project Area

If the Overlook Bridge and Overlook extension to Alessandro remain in the project, the coverage area should be expanded and other alternates to manage traffic included. One example might be the extension of Barton Road say to JFK; there may be many other alternatives. The origin-destination pattern is much larger than the project boundaries. The citizens of the recently annexed areas of Riverside and of the Mission Grove area in general deserve convenient access to the City. If they are to be denied it by barriers on existing streets, then other means should be provided.

5. Consider Other Alternatives

Close Overlook at Washington: If the Barriers are put in place, Overlook becomes only marginally useful. The properties that back onto it all have other means of access. There is no reason for the public to maintain an extensively landscaped alternative access for a few wealthy residents. If they wish, they can establish an association and undertake the landscape management at their own expense. They may wish to obtain access by Overlook using a gate code.

Close Victoria at Washington: If the increase of traffic on treasured Victoria is sufficient to cause environmental damage or excessive congestion, close it at Washington. There

are other parallel routes. Victoria can then remain pristine and of only marginal usefulness for local movements. The gates could be moved from their present locations.

Prohibit Turns into and out of Victoria at Washington: Perhaps as a first stage left and right turns exiting or entering Victoria at Washington could be prohibited. This would reduce through traffic on Victoria that is headed for a left turn to Washington, and would prevent Washington traffic from entering Victoria.

From: ocampohotshot@aol.com
Sent: Thursday, March 24, 2011 7:37 AM
To: Gonzalez, Gustavo
Cc: info@stoptheoverlookparkway.org
Subject: Fwd: Letter opposing the Overlook Bridge

City of Riverside
Community Development/Planning
Gus Gonzales
3900 Main Street
Riverside, CA 92522

ggonzalez@riversideca.gov

The Case number is: P11-0050 (Crystal View Terrace/Green Orchard Place/Overlook Parkway Project)

Hello my name is Luis Ocampo, I live at 1144 Muirfield Rd just off Overlook. I moved to Riverside in 2001 for commuting purposes related to work, my first home was near Fairmount Park in an area that was somewhat to be desired. I advanced in my career I bought a second home in the Mission Groove area and settled in for two years. As time passed and I advanced in my career I moved my family into the Overlook area. The main reason we moved to this area was for it's quietness, exclusiveness, beauty, and privacy. As spring approaches the croaking of frogs comes from the Muirfield Creek and the golden eagles make their return to the area. If I look out my window long enough I'm bound to see the local fox that frequents the creek across from my residence, yes all this in our local area. The chances of seeing coyotes crossing through the area are common place and the bobcats make their appearance from time to time.

This is why we live here, to feel miles away from it all. It appears that the local wildlife use's the surrounding area as it's habitat and corridor to move about freely. So like the wildlife; at what point does an individual stop moving from neighborhood to neighborhood to find tranquility in his city? We have come to this conclusion; if this proposal goes through it will be time to take our taxpayer dollars to another city. The main reason we left the Mission Groove area was because of all the road noise that grew with the Alessandro Blvd road widening project, not to mention air noise from March Air Base. My wife, son and I are not willing to throw in the proverbial towel just yet, we are willing to help in anyway possible to protect the neighborhood we've work so hard to get into. Please take the time to carefully consider the profound impact this will have on the City, it's residence, and the local wildlife. Thank you.

Luis, Summer, & Luke Ocampo

From: Margi Byus [M.Byus@charter.net]
Sent: Thursday, March 24, 2011 1:42 PM
To: Gonzalez, Gustavo
Cc: Davis, Paul
Subject: Overlook Parkway traffic study
Dear Mr. Gonzalez,

My husband, Craig, and I live at 2083 Gainsborough Drive. We are very concerned about a possible increase in the traffic on Gainsborough Dr. We want any traffic impacts on our neighborhood fully integrated into the study you are doing. We also don't want any plan adopted that would increase traffic in our neighborhood.

Traffic on Orozco/Gainsborough is quite heavy as it is and many people **speed** down our street. Speed bumps would be a welcome addition; they may even encourage some to use another route.

Thank you for your consideration of this matter.

Margaret Byus
m.byus@charter.net

From: Joan Jackson [joani.frs@sbcglobal.net]
Sent: Thursday, March 24, 2011 11:33 AM
To: Gonzalez, Gustavo
Cc: Davis, Paul
Subject: Traffic on Hawarden Dr.

Mr. Gonzalez,

I am relatively new (Oct. 2010) to the neighborhood on Hawarden Dr, and the first thing that shocked me was the amount of traffic in the afternoon, evening and well into the night on Hawarden Drive.

I respectfully ask that the impact that excessive traffic has on our street and neighborhood be investigated.

Sincerely,
Joanie Jackson

From: Gonzalez, Gustavo [GGonzalez@riversideca.gov]
Sent: Thursday, March 24, 2011 2:18 PM
To: Jenkins, Diane
Cc: Darnell, Doug
Subject: FW: connecting Overlook Parkway to Alessandro Blvd.
[One more comment.](#)

From: Wayne Sheppard [mailto:wayne@pacsocal.com]
Sent: Thursday, March 24, 2011 2:04 PM
To: Gonzalez, Gustavo
Cc: Davis, Paul
Subject: connecting Overlook Parkway to Alessandro Blvd.

I live at 7128 Hawarden Drive for the last 12 years. The traffic on our street has increased dramatically, and to that point a number of years ago the residents tried to purchase the street and gate the community. The city's answer was to put in 6 speed bump which had no effect on the traffic flow on our street. We were all charged for these speed bumps yet there was no noticeable decrease in traffic. In addition there are no speed bump at our end of the street and the cars are passing my home at a greater speed than prior to the installation of speed bumps. Presently we have significant congestion on both Alessandro and Van Buren and if opening up Overlook is to alleviate these problems this is a very bad idea. This area is an upscale residential area not to used to alleviate poor planning of the past. We purchased our homes with expectations this is a residential neighborhood. Please look for other alternatives rather than opening up Overlook. If you are doing impact studies please include our streets. I can only express my strong disagreement to any plan to open Overlook. It is my sincere hope we do not have to resort legal action to prevent a bad idea.

From: George Lenertz [georgelenertz@att.net]
Sent: Friday, March 25, 2011 10:35 AM
To: Gonzalez, Gustavo
Cc: overlooktraffic@aol.com
Subject: Overlook Parkway

Dear Gus,

I sent the following two E-mails to Paul Davis not realizing that they really should have gone to you. So thank you for the closure of Crystal View at Overlook. If even so temporary, it did again open my eyes to what's been a gradual but large increase in traffic on Orozco/Gainsborough/Hawarden/Mary Street corridor.

As I told Paul, I've lived in the area for along time. The only homes I've ever owned were on Greylock and the one I built and currently live on Hawarden. Both are within 1/4 mile from the intersection of Overlook and Washington. I am very familiar with the area and its history. I used to take Hawarden off Arlington to get to Greylock before it was closed at the arroyo. Took me alot longer but thought it was the most beautiful drive in Riverside. I once had a collision on Hawarden not far from where I now live and it took an hour for somebody to come by and gave us a hand. I could have the same accident in the same spot today and see a passersby every 30 seconds. It would still take the same hour for somebody to stop but times have changed.

When I bought my house on Greylock, I was told what to expect for future growth in traffic in the area and where it would go, down Madison. When I bought the lot on Hawarden I still knew where it would go, but never in my wildest dreams did I think my portion of Hawarden would become part of only two links to the 91 freeway and the center of town from the developement of what has come to be known as Alessandro Heights. Between Alessandro and Washington on Overlook there are only two streets that will lead you towards the center of town and the 91, Orozco and Hawarden, and they both connect at Mary. That leaves all the traffic to Washington and Mary Streets. That's a lot of traffic on Mary and most of it comes by my house.

The 6700 block of Hawarden wasn't designed for this kind of traffic. As a matter of fact when the developement went in across the street from me 25 years ago, the planning department reduced the density of the project because they said Hawarden couldn't handle the traffic. I don't think the planning department of today realizes the impact that developement in Alessandro Heights has on the Orozco/Gainsborough/Hawarden/Mary Street homes and occupants.

The two gates in question indicate somebody thought there was going to be a problem on Overlook and traffic flow on Washington but I never hear the Mary Street corridor mentioned as a problem. The gates didn't last long once enough people moved in to put pressure on City Council. The extension of Overlook to the west was changed as was the closure of the gates. The only thing that hasn't changed over the years is the width of Washington and Hawarden. Hawarden is still the same old 27 foot road.

You called for an EIR with 4 scenarios on what to do about Overlook. Not one of the four mentions the possibility of changing anything to do with old established neighborhoods effected along the route consisting of Orozco,Gainsbouough, Hawarden and Mary Street. I noticed that in your request for responses there were over 100 addressees but I didn't see any name connected in any way to these streets. I think the people along those streets have more environmentally at risk here than anybody with the exception of people to the west of Washington should scenario 4 be chosen. .

I'm sure the people along the Mary Street corridor would like to give their input on the impact any one of the scenarios might have on them. We got together years ago to try and get the city to help solve the increasing traffic problem along this corridor. For our efforts we got 2 stop signs and 2 speed humps as a dailey reminder of the Overlook problem. Our speed humps were some of the first in the city. It seems like everytime Overlook is revisited, the established neighborhoods on or around the Mary Street corridor have to re-educate city planning and council on the history of our concerns. Many of the same people still live here, have the same concerns and want to help fix the overall problem Overlook creates. They can be contacted through overlooktraffic@aol.com for their input to the EIR.

Most people know that this is a city problem and it invloves more than just local traffic. The decisions that are made here may change the way traffic moves in the southeast part of the city. If we're going to fix the problem, lets fix it right this time and not some politically motivated Micky Mouse patch as in the past.

Thanks for your efforts Gus. I appreciate your time and skill working on this. My neighbors and I would like to give our input. We want to help get the project done right for the betterment of the City of Riverside.

George Lenertz

georgelenertz@att.net

951.780.1354

From: George Lenertz [georgelenertz@att.net]

Sent: Friday, March 25, 2011 5:38 AM

To: Davis, Paul

Cc: Gardner, Mike; Melendrez, Aurelio; Bailey, Rusty; MacArthur, Chris; Hart, Nancy; Adams, Steve

Subject: RE: Traffic Pattern and Observations in Hawarden Hills

Dear Paul,

Thanks for the reply but please tell me that the study didn't start with the closing of Crystal View. I would have thought that closing would have been the very last thing to do as part of a study. This isn't my line of work but I would have studied the traffic patterns in the area with Crystal View open and then close Crystal View to see what the immediate effects are, especially since the roads have open for some time now. To close the road and start the study and then open the road and continue the study won't reflect what really has happened to traffic on Orozco, Gainsborough, Hawarden and Mary. It takes awhile for people to realize that the road has re-opened.

Don't get me wrong, this isn't a Crystal View/Overlook problem, this is an Overlook/Washington to Overlook/Alessandro and beyond problem. These were simply some of my observations of traffic on Hawarden in the past week since Crystal View was closed. What in reality is a City of Riverside problem is rapidly turning into a battle between people on different streets in the Hawarden Hills and Alessandro Heights and that isn't right.

As I said in the beginning, I've lived within a 1/4 mile of the Washington and Overlook intersection for over 45 years. If the old elected officials had not sold out to a chosen few, you and the rest of the council wouldn't even be thinking about this today. If you take the politics out of it, all of you on the council know what the right solution to the problem is. Without Overlook going somewhere to the west from Washington, it makes no sense to open it. Figure out a way to overcome the limitations of Prop R/Measure C for west bound Overlook traffic and the city is good to go for opening Overlook.

Every study in the world will show that drivers will take the quickest/easiest route just like water flowing down hill. That's why all the development in the hills has had such an impact on the Orozco/Gainsborough/Hawarden/Mary corridor. Please don't forget my meandering Hawarden. No matter what the decision with the Overlook problem, two little signs No Right Turn and No Left Turn will make a big difference to the people who live on Orozco, Gainsborough, Hawarden and Mary streets.

Good luck Paul. If I can be of any help, let me know.

George

--- On Tue, 3/22/11, Davis, Paul <PDavis@riversideca.gov> wrote:

From: Davis, Paul <PDavis@riversideca.gov>

Subject: RE: Traffic Pattern and Observations in Hawarden Hills

To: "George Lenertz" <georgelenertz@att.net>

Date: Tuesday, March 22, 2011, 1:02 PM

Mr. Lenertz,

Thank you for the note on this subject. You are correct the Council voted to keep the gates open until this matter is resolved via the EIR. However, as part of the study, the consultant must close the gates for a period of time to measure the traffic impacts on other roads. The gates will reopen on about the first of April and the study will continue. I will include your comments in the Public Record, so that your voice is heard on this issue and your observations are noted.

Paul Davis

Council Member - Ward 4

City of Riverside

From: George Lenertz [georgelenertz@att.net]
Sent: Monday, March 21, 2011 4:32 PM
To: Davis, Paul
Cc: Gardner, Mike
Subject: Traffic Pattern and Observations in Hawarden Hills

March 18, 2011

Dear Paul,

Just want to say thank you for the closing of Crystal View at Overlook and even though it is apparently only a temporary closing, I wanted to give you my observations of traffic on my street. I currently live at 6774 Hawarden and have for 25 years. Prior to that I lived on Greylock for 20 years overlooking the entire Overlook Parkway area. In 45 years I've seen barren hills come alive and Hawarden go from a meandering lane to a short cut connector road for cross town traffic.

I thought the council had voted to keep Crystal View open, so I was surprised to find it closed. What is even more surprising though is how I found out it had closed. There was such a drop in traffic on Hawarden on Tuesday, that I drove up the hill to see if there was a problem, only to find that Crystal View had been closed at Overlook. Another observation I've noticed, the remaining traffic on Hawarden travels at a greatly reduced speed which would indicate to me that what's left is local neighborhood traffic not people taking a short cut much the same as water does when flowing down hill. It is good to know my neighbors do in fact have respect for my street.

I don't know what the intentions of the council are but I would like cast my vote for re-closure of Crystal View at least until the future plans of what to do with the Overlook traffic problem are resolved. The change in traffic patterns has really made a big difference on Hawarden this week. When I built here, the city had a plan for the future of Overlook/Washington traffic. Over the years, people who were in the position you're in now have sold out that plan for one reason or another. So much so, that I no longer know what the plan is and I'm not sure the city knows either. If you should decide to leave Crystal View open, would you please consider making right turns off of Overlook on to Orozco illegal. A simple No Right Turn sign at Orozco and Overlook would restore Hawarden to the meandering lane it used to be.

I don't envy the position your in on what to do with the Overlook problem. For every person you make happy, chances you will make one or more unhappy. When looking at the future for the Overlook Parkway/Washington problem, don't forget to look at the past. Past history just might show that the old original plan wasn't too bad. If during you discussions on what to do in the area you should want some community input or help from me in any way, please let me know. Please do keep me informed as to meetings and discussions on the traffic solutions in the Hawarden Hills.

At best, thanks for two weeks of reduced traffic and more peace and quiet in my neighborhood. Looking forward to more of the same. No right turns on Orozco would be helpful no matter what you do.

Thanks, George

George/Linda Lenertz
6774 Hawarden
Riverside, CA 92506

georgelenertz@att.net
951.780.1354

From: mab2323@aol.com

Sent: Friday, March 25, 2011 7:18 AM

To: Gonzalez, Gustavo; Davis, Paul

Subject: Overlook Traffic

I live on Mary st. and I am very concerned about the additional traffic that a connection of Overlook Parkway to Allessandro. We already have a lot of bypass traffic from Overlook. I have children and additional traffic would be a safety issue. The noise is also a problem. I WANT TRAFFIC INPACKS ON OUR NEIGHBORHOOD FULLY INTRGRATED INTO THE STUDY AND I DO NOT WANT A PLAN ADOPTED THAT WOULD INCREASE TRAFFIC IN OUR NEIGHBORHOOD.

Thank you,

Mark Ballard

Mary J. Humboldt
7407 Dufferin Ave., Riverside, CA 92504-4916

March 25, 2011

Gus Gonzales, Planner
City of Riverside Planning Department
3900 Main St.
Riverside, CA 92522



Re: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

Dear Mr. Gonzales:

The Overlook Parkway connection first reared its ugly head in the mid-1960's when special interests wished to put a cut-through road to the Riverside Raceway, where the Moreno Valley Mall now stands. The throughway would have destroyed the Casa Blanca community, the Arlington Heights greenbelt and historic Victoria Avenue. Neighbors organized and stopped the Overlook Parkway connection. They preserved the agricultural zone and our distinct neighborhoods.

In the early 1990's the Overlook Parkway connection arose again, this time to provide a direct route for traffic, at 20,000 daily trips, from Moreno Valley to the SR-91 Freeway at Madison Street. The flimsy rationale for this obvious destruction of our Prop. R and Measure C protected neighborhoods was that it was the City's duty to provide regional access to the 91 freeway. We were also told that these commuters to Orange and Los Angeles counties would stop and shop at the Tyler Galleria. Again, neighbors from Casa Blanca, Hillcrest, Whitegates, and Arlington Heights stopped the road from going through.

In 2005 the connection was placed on the 2025 General Plan, but this time its route was changed to from Madison to Washington Street, just bordering the protected greenbelt. But this route is also problematic, since 40 to 50 daily freight trains will disrupt traffic. Severe congestion and backed up traffic would cause drivers to seek short-cuts through narrow Casa Blanca streets, creating speeding and safety problems for thousands of residents and children. With Madison and Washington blocked by trains and overtaken by traffic, commuters will overwhelm two-lane Victoria Avenue to reach the Adams Street and Arlington Avenue/SR-91 interchanges.

Prop. R and Measure C mandate that the greenbelt and Victoria Avenue be protected from heavy traffic. Tens of millions of taxpayer dollars have been spent in Casa Blanca to upgrade sewers, water, drainage, streets, homes and public facilities like the library and recreation center. This "Highway from Hell" will destroy property values, quality of life and neighborhood integrity in all the neighborhoods it affects.\

The City and its residents have a right to be protected from the many adverse impacts of regional traffic. The right way to handle regional traffic growth is not to extend neighborhood-damaging arterials like the Overlook Parkway, but to expand the already-existing freeway networks, locate job centers closer to new homes and to expand mass transit, especially bus rapid transit on dedicated freeway lanes.

The County's approval of 11,000 housing units in the Lakeview area along the Ramona Expressway and the City of Moreno Valley's plan to increase the housing density allowed by zoning in its undeveloped

eastern portions along the SR-60 freeway greatly increases the need for freeway capacity improvements. The City of Riverside acknowledged this by filing suit against the County over the unmitigated traffic impacts projected from the huge Lakeview housing project. Having recognized the inadequacy of the City's freeways and arterials to handle such regional traffic growth, planning to complete the Overlook Parkway would undermine and contradict the City's correct actions against the County. The City would be remiss if it did not remove the Parkway from the General Plan and lobby for increased freeway capacity and less regional sprawl.

Sincerely,

A handwritten signature in cursive script, reading "Mary J. Humboldt". The signature is written in dark ink and is positioned above the printed name.

Mary J. Humboldt

cc: Mayor and City Council

March 25, 2011

Attn: Gus Gonzalez, Paul Davis

Overlook Traffic Issue

As a lifetime resident of Riverside, and a 30 year resident of Mary St., I have seen many things change over the years in regards to traffic around the city.

I and my neighbors have had serious concern over the traffic and safety on Mary St. for many years now.

In the 80's we petitioned to get the speed limit reduced on Mary St. from 55 to 35, and a stop sign placed on Frances St. and Mary. It took a couple years, many city council meetings, an environmental impact study, and several accidents in my own front yard. Finally the city reduced the speed, and added the stop sign. Mary St. was the first street to receive speed humps in the city as well.

Though these measures have helped to some degree, it has not stopped the unreasonable amount of traffic that comes from across Overlook Parkway. In the 80's when the environmental impact study was done, it was found that 90% of our traffic came from across Overlook Parkway; to the tune of more than 4,000 cars per day. Why? Because Washington St. backs up and can't handle the traffic.

I respectfully request that you do at least another environmental impact study before you proceed with any other measure to put Overlook Parkway through. Not only are we overburdened with our own city traffic, if Overlook goes through we will also inherit traffic from Moreno Valley.

I will be anxiously awaiting your response. Thank you.

Tammie Blackmore * 2547 Mary St. * Riverside * CA * 92506 * (951) 780-2309 H or (951) 333-2605 cell

From: K Wright [mailto:twodogkd@yahoo.com]

Sent: Friday, March 25, 2011 3:54 AM

To: Gonzalez, Gustavo; Darnell, Doug; info@stoptheoverlookparkway.org; info@victoriaavenue.org; Morton-Ellis, Sherry; Loveridge, Ron; Gardner, Mike; Melendrez, Andy; Bailey, Rusty; Davis, Paul; MacArthur, Chris; Hart, Nancy; Adams, Steve; Hudson, Brad; twodogkd@yahoo.com

Subject: Karen Doris Wrights comments on the NOP Notice of Preparation and Scoping on the Environmental Impact Report for Crystal View Terrace, Green Orchard Place, Overlook Parkway including Bridge and Extension, and including comments about the full picture ...

Friday Marcy 25, 2011 about 3:55 a.m.

NOTE TO ALL: Today by 5:00 pm is the last day to comment on the Environmental Impact Report: Crystal View Terrace (gate closing road); Green Orchard Place (gate closing road), Overlook Parkway (bridge to connect over Allesandro Arroyo, and extension to push through Greenbelt or down Washington and over on Victoria to 91 freeway at Madison) and not stated but connecting to Canyon Crest making an expressway through Riverside neighborhoods splitting Casa Blanca all for the convenience of UCR commuters and/or Orange County folks who want to live in inexpensive housing in Moreno Valley. This is all at the expense of health, safety, noise, vastly reduce air quality, increase particulate matter causing cancer, lung issues, asthma, early death, congestion, fast traffic, accidents, danger and not being able to use front or back yards due to noise for RIVERSIDE RESIDENTS AND TAXPAYERS, and negative impacts on animals and flora/fauna where the bridge or road would be extended.. This is typical pattern and practice of Riverside City Council, City Manager, Riverside's Mayor to ignore the health and well being of citizens for profit for someone somewhere at our expense.

<http://riversideca.gov/planning/eir.asp> Giving you the link because you will not find it otherwise.

<http://stoptheoverlookparkway.org> Riverside citizens don't want it.

TO:

Attn: Gus Gonzalez, Associate Planner email ggonzalez@riversideca.gov

Attn: Doug Darnell, Senior Planner ddarnell@riversideca.gov

Comments on the EIR/Scoping and March 9, 2011 6:30 Meeting

Riverside City Planning Division

3900 Main Street, Riverside CA 92522

Attn: Riverside City Council, Mayor, City Manager, Colleen Nicole City Clerk (please add as my written public comments for the upcoming City Council meeting evening session)

Stop the Overlook Parkway info@stoptheoverlookparkway.org

Victoria Avenue Forever info@victoriaavenue.org

Karen Doris Wright's comments for the written record, solidly against putting through Overlook Parkway, better known to Riverside Citizens as the "Highway from Hell", and against opening the two gates, for many reasons including adverse environmental impacts, violations of building within 1,500 or 1,000 feet of residents due to the deadly impacts of particulate matters, that the building of such an arterial through areas such as neighborhoods and pushing new roads through the greenbelt is against the protections provided by Proposition R and Measure C, and the simple matter that Riverside residents do not need cut through roads that KILLS our quality of life and will shorten residents lives in order to provide arterial express ways for through traffic, mislabeling maps to not make clear that Overlook would cross Alessandro to Canyon Crest Drive and through to UCR thereby hiding that you want to jeopardize some RIVERSIDE RESIDENTS to benefit through traffic to UCR.

Riverside City Council, in my opinion, caters to developers and and certain powerful groups such as UCR without regard to impacts on taxpaying Riverside Citizens. We taxpaying citizens and the area citizens have voted to protect by Measure R and Proposition C should be protected as expanding development will kill our agricultural and rural areas which make Riverside special, and give those of us who live in noxious areas of Riverside a place we can visit from time to time to breath in cleaner, fresher air and enjoy the smells, sounds of the rural and agricultural areas that would be lost should the HIGHWAY FROM HELL be forced through. Citizens, and negative impacts on the limited ar

As such I am

1. The map on page 5 of 10 http://riversideca.gov/planning/pdf/eir/NOP_Final_Revised.pdf MISLABELS CANYON CREST DRIVE and falsely labels it as CACUTUS AVENUE. It is shown on this map as the road which runs into Alessandro Avenue on the opposite side of the street as OVERLOOK. As other maps clearly show that CANYON CREST AVENUE goes from Alessandro all the way over to UCR's campus, one must wonder if someone was trying to DECEIVE in putting the wrong name on this map, as it is seeming clear and clear that this **pushing through of OVERLOOK is to benefit UCR at the expense of various Riverside neighborhoods, the greenbelt, Casa Blanca.** Citizens should not be SECOND in consideration after UCR. Citizens lives should not be threatened so some UCR professors or others can commute to some other city. If professors want to teach at UCR let them also live here and bicycle to school. We DON'T need to promote commuter lifestyle in Riverside.
2. At the current time traffic shown on google maps shows that while there is heavier traffic on Alessandro and Canyon Crest, that is NOT TRUE ON OVERLOOK PARKWAY. The traffic is shown fast on Alessandro and Canyon Crest and traffic in the lanes but NO TRAFFIC AT ALL ON OVERLOOK parkway. So if the trumped of traffic counts of this EIR show differently I will not believe them.
3. Overlook Parkway is being represented as an ARTERIAL whereas the Satellite maps clearly show that OVERLOOK PARKWAY is developed as single lanes separated by a very expensive looking grassy median with trees and plantings with turn lanes at various points. So to misrepresent that OVERLOOK is already being used as an arterial is

disingenuous and dishonest. Not until after Royal Hunt Ridge Drive are two lanes shown in Overlook Parkway.

4. This document provided mailing addresses only, but in an electronic age everyone uses emails, and I believe the City has email addresses for these organizations but withheld the email addresses to keep some of us from getting in contact with each other quickly and in time to submit more educated comments. http://riversideca.gov/planning/pdf/eir/NOP_Final_Revised.pdf Pages 7, 8, 9 and 10
5. The 2011 Satellite map showed that there was the Alessandro Arroyo to be crossed then there was a piece of Overlook Drive and then another area of dirt to be crossed. http://maps.google.com/maps?q=canyon+Crest+drive,+Riverside,+Ca&oe=utf-8&rls=org.mozilla:en-US:official&client=firefox-a&um=1&ie=UTF-8&hq=&hnear=Canyon+Crest+Dr,+Riverside,+CA&gl=us&ei=qF-MTf-TBpD4swPVm93zCA&sa=X&oi=geocode_result&ct=image&resnum=1&ved=0CBYQ8gEwAA
6. The Alessandro Arroyo is quite pristine looking and it would be best left along such that not bridge was built with debris and dust and other matter that could be carried downstream and negatively impact Riverside endangered Santa Ana Sucker that is threatened due to dust/mud impacting its spawning areas. I see no reason to muck up this pristine area so that the air quality can also be further diminished, to aggravate local animals and residents with noise, particulate matter, trash and the like. I VOTE NO NO NO to building a bridge over this pristine area to cater to commuters and to downgrade the quality of life of both Riverside residents and animals and plants in the arroyo
- 7.
8. Against putting a bridge over the Alessandro Arroyo to connect OVERLOOK PARKWAY
- 9.
10. Against extending OVERLOOK PARKWAY toward the proposed Bridge segment over Alessandro Arroyo
11. Against ANY AND ALL possible new routes ANYWHERE THROUGH THE GREENBELT to push OVERLOOK PARKWAY or any other newly named roads that would carry OVERLOOK PARKWAY traffic to the 91 Freeway
12. Against any routing of OVERLOOK PARKWAY TRAFFIC within the Greenbelt.
13. Against any routing of OVERLOOK PARKWAY TRAFFIC along VICTORIA as that would destroy a road that retains the rural/agricultural flavor of Riverside and change it into a common arterial/freeway/HIGHWAY FROM HELL.
14. Against any routing of OVERLOOK PARKWAY TRAFFIC crossing VICTORIA at any point.
15. Against any expansion of any street (however named) with residences along the street wherein it is changed from a street with little traffic into what is essentially an arterial as this ROBS citizens of air quality and therefore health and likely will result in cancers, asthma, shorten lives and early deaths. I know as I live on Central which was widened and widened again from one lane in each direction to two lanes in each direction plus left turn lanes. In my family there have SINCE been 4 cases of cancer all which would have killed, all four family members had major operations/radiation treatments/other experimental treatments and two were lucky to live and did so only because their cancer was discovered on accident. Another family member also died early, and In my opinion that death may also

have been contributed to by the deadly particulate matters put off by cars driving by and idling out in front of our house. We can no longer work or spend time outside due to both the bad air and also due to the loud traffic noise.

16. Against OVERLOOK PARKWAY changes that are being presented as some minor changes on segments of a road, which I believe those pushing this EIR and changes are misrepresentation to the public in pieces when a HIGHWAY FROM HELL is planned to carry heavy traffic, tens of thousands of cars through the neighborhood from OTHER AREAS off the maps shown.
17. Against OVERLOOK PARKWAY as I strongly feel, and believe I know from my experience essentially living on the CENTRAL/BROCKTON/MAGNOLIA intersection on Central, that the project 40,000 cars/trucks/vehicles per day is TOO LOW and will be MUCH HIGHER, perhaps double or more and no such traffic from 40,000 or up should be pushed through residential area OR through our Agricultural or Rural areas.
18. Against OVERLOOK PARKWAY for SAFETY REASONS AND CONCERNS as this high level of fast moving traffic will result in deaths, and should NOT BE ON RESIDENTIAL STREETS. I know I live on Central near Brockton and we have numerous accidents every year directly in front of our house or within a house or two. I believe many of these accidents are due to the speed as drivers seem to view Central as another HIGHWAY FROM HELL, and it has become a HELL of ACCIDENTS, DEATHS BY CANCER, filth due to heavy levels of particulate matters wafting over our freshly washed cars, and into open windows and doors, and covering every surface.
19. Against OVERLOOK PARKWAY being widened or made into a four lane street (two lanes in each directly) in any area where it is residential OR agricultural/rural.
20. Against OVERLOOK PARKWAY being used as an arterial and in particular as an arterial for ANY THROUGH TRAFFIC, OVERLOOK PARKWAY should be limited to neighborhood traffic from the immediate neighborhood and not through traffic passing through from other areas.
21. Against OVERLOOK BRIDGE because I would like to see the Alessandro Arroyo remain as unfettered as possible, and give the varmints a peaceful place to move around and live.
22. Against opening either gate now locked as we do not need pass through traffic sneaking though neighborhoods.
23. Against OVERLOOK PARKWAY as I have been told it is designed to benefit folks commuting from Orange County to work at UCR, and I do not believe it is right to encourage long distant commuters over local residents. If folks want to work at UCR they can buy homes and live nearer rather than polluting our neighborhoods, and shortening our residents lives with cancers caused by particulate matters so they can get to work faster.
24. I am against OVERLOOK PARKWAY as I feel money spent would be WASTED ON THAT PROJECT, that Riverside Citizens should not be PAYING FOR MORE POLLUTED AIR and that money would be better spent to support LATE EVENING and LATE NIGHT BUS SERVICE to get Riverside Citizens out of their cars and to let those citizens who cannot drive such as our Blind Olympian, and others have a means to get to the doctors and emergency rooms evenings without use of an ambulance, to get to City Council meetings or meetings such as about the EIR for which many were denied attending due to the lack of late evening transit, or to get to events such as at the Fox, Downtown, International Film Festival in non gas/non diesel vehicles which will reduce the pollutants in the air. INSTEAD USE THAT MONEY ON BUS SERVICE WITHIN THE CITY OF RIVERSIDE BOUNDARIES

- and work with other Cities such as MORENO VALLEY to add better transit there as well.
25. Against a future connection of OVERLOOK PARKWAY via a new road to the 91 freeway, including through the greenbelt and/or along Washington or Victoria Avenues.
 26. Against routing OVERLOOK PARKWAY along Washington as I consider that to be a road through a rural corridor, which leads to the Riverside Rancheros, and which citizens can visit from time to time to smell nature so to speak, something which you cannot do in many Southern California Areas.
 27. Against OVERLOOK PARKWAY as Riverside would lose a rich and compelling area, which differentiates it from other cities in Southern California, and which puts it in a class, a bit like the City of Woodside CA, known for its fresh air, rural atmosphere, and lack of arterials, at least major four lane roads. As such Woodside is one of the 33 richest cities in America, drawing citizens who PREFER the rural/agricultural/horses/animals lifestyle, while many own large corporations or businesses. Woodside actually is a mix of rich and horsey and simple folks, sort of like our greenbelt area. Some greedy ones want to push growth to make more bucks, but Riverside needs to MAINTAIN AND PROTECT ITS GREENBELT AREAS from ALL ATTACKS OF so called progress and OVERLOOK PARKWAY the HIGHWAY FROM HELL is certainly designed to RUIN OUR GREEN BELT.
 28. FOR NO BRIDGE over Alessandro Arroyo.
 29. **I want both GATES, those on Crystal View Terrace and on Green Orchard Place to remain CLOSED.** If people don't like those gates, they may consider selling their current homes and moving to a more accommodating location.
 30. **The gate needs to remain closed on Green Orchard Place as a collector road it may be used to promote through traffic and there should be no through traffic on OVERLOOK PARKWAY.**
 31. It seems that the EIR provides FOUR WAYS to remove the gates and is NOT considering LEAVING THE GATES CLOSED. **Scenario one** seems to assume OVERLOOK WILL BE OPENED. **Scenario 2** removes the gates and does not connect OVERLOOK PARKWAY but allows through traffic via the opened gates including traffic on collector road Green Orchard Place. **Scenario 3** leaves things wide open with both gate open AND a Overlook Parkway connected so a flood of traffic may go through, all that through traffic that will destroy the neighborhood the air quality, the quiet, the quality of life and more, and worst of all is Scenario 4 removes both gates, connects Overlook Parkway and extends it to connect to 91 via one of several ways including down Washington or through the greenbelt which is the worst of all four scenarios, and it circled an area which it called a STUDY AREA but did NOT EXPLAIN WHAT THAT MEANT, but it seems that all four Scenarios are designed to lead to Scenario 4. In typical **Riverside fashion the choice given are only the choices the CITY WANTS and not the CHOICE CITIZENS (and I) want which is to NOT CONNECT OVERLOOK, NO BRIDGE, NO EXTENSION, Keep both GATES CLOSED**
 32. Please note that **WHEN UCR SPRING BREAK is noted as a matter of importance on the calendar onsite** <http://riversideca.gov/planning/pdf/eir/2011-TrafficCountCalendar.pdf> which lends support to the rumor that I heard that pushing OVERLOOK PARKWAY THROUGHT was to benefit professors or perhaps students of UCR. I cannot see why if this is a change to benefit LOCAL RESIDENTS why UCR's schedule would matter. UCR was NOT included on the maps provided at the scoping

meeting. So way are they considered on the count schedule page 3
<http://riversideca.gov/planning/pdf/eir/2011-TrafficCountCalendar.pdf>

33. The Count Calendar also noted when Hawarden Hills Academy closed and RUSD closed and seemed to do their counts prior to both of those two facilities closing. Also during the period when counts were taken, no counts were taken on the date when RUSD closed.
34. Traffic Counts related to gate closures would seem to be bogus as you announced the counts such that those wanting to KEEP THE GATE OPEN could drive back and forth to impact the counts in their favor. Because citizens were told it seems that the counts cannot be objective and over counts not reflective of the true traffic would be taken. The City is essentially telling those who want the counts to be high WHEN TO GO OUT TO BE COUNTED by specifying the dates intersection and tube counts would be taken.
35. Agree with speakers at the meeting held in Riverside City Council Chambers at which I also spoke (believe it was held Wednesday, March 9, 2011 at 6:30 pm, including Victoria Club Forever and speaker Frank Heyming that **the City of Riverside and or powers that be should take OVERLOOK BRIDGE OFF THE GENERAL PLAN, now and forever.**
36. **Against adding traffic to Washington by connecting it to OVERLOOK PARKWAY, as that street cannot currently handle the additional traffic and also I do not want the character of Washington changed to accommodate through traffic, and disrupt the rural nature of the area, which includes citizens hauling horses to events at the Riverside Rancheros.**
37. **Why OVERLOOK PARKWAY should not be opened (see numbers . . .**
38. **Opening and making OVERLOOK PARKWAY into a major thoroughfare or arterial would grossly increase traffic much more than just traffic from residents within the area, but the predominate traffic would be pass through traffic. I AM AGAINST OPENNING OVERLOOK TO PASS THROUGH TRAFFIC.**
39. **Increased traffic would expose adjacent homeowners to deadly particulate matter that travel about 1,000 to 1,500 feet from the roadways and therefore would negatively impact the health of all who live within that distance from the road, because residents would breath in the particulate matter which causes cancers, lung issues, asthma, shortens lives, and DEATH, such as I have experienced in my family. We are living proof of what the future will bring to residents of OVERLOOK PARKWAY if the the road is changed (illegally in my opinion) into an arterial and citizens are forced to breath in the resulting deadly air qualities to come, as it did here at Central/Brockton/Magnolia.**
40. **I live on Central Avenue at Brockton and I know what it is like to live on a major arterial that SHOULD NEVER HAVE BEEN MADE an arterial as it does not have the width and as the road is solid houses from Brockton to hillside with schools, churches, senior housing and homes all along Central in this section. Two family members are DEAD of cancer despite major cancer operations including the removal of part of a brain, radiation treatments and experimental treatment which allowed excruciating pain to continue , and two others survived after 3 major cancer operations and radiation treatments. However these latter to would not have lived, had they not had other medical issues that required x-rays and good reviewers who noted the growths which were not**

related to the purpose for the x-rays being taken. THIS IS A TOTAL OF 4 MAJOR CANCERS IN JUST ONE HOUSEHOLD, WITH TWO DEATHS, and TWO WHO WERE NEAR DYING had the operations not been done when they were done.

41. The City of Riverside has a HISTORY a practice and pattern of of building housing next to deadly roads much closer than the minimum 1,000 feet (should be 1,500 feet away) limit where no houses should be built. The expansion of a neighborhood street and connecting it up intentionally and widening it to make it into an arterial type street, has the same effect as building housing next to a street known to put out deadly particulate matter. If the City of Riverside and this EIR try to make OVERLOOK PARKWAY into an arterial, HIGHWAY FROM HELL with heavy through traffic then you are sentencing the residents to an early death, from cancer, lung issues, asthma because you are placing those EXISTING Home TOO close to the heavy traffic as it will be much closer than the 1,000 to 1,500 feet that the deadly particulate matter travel and the range within residents would be forced to breath in the particulate matters, children, parents, elderly folks all would be negatively impacted by your decision if you IGNORE MY COMMENTs and do NOT do your homework about particulate matter. You cannot rely on what Riverside's Mayor or City Manager or City Council or City Staff do as they have a HISTORY of IGNORING WHAT IS RIGHT and PUSHING THROUGH UNHEALTHLY PROJECTS such as building moderate and low income housing directly adjacent and much less than 1,000 feet from the 91 freeway as they did with that housing on one very long block on Indiana Avenue. The City Council, Mayor, and City Staff also pushed though a housing complex directly adjacent to the 91 freeway, next to Magnolia and also to a freeway onramp despite the fact that if new residents who will live their in the future will be impacted if they open their windows to breath in the deadly particulate matter from heavy traffic on the 91 freeway, Magnolia and the onramp/offramp. The City of Riverside lacks scruples and does not direct the City staff to protect citizens, but seems to direct the staff to place housing in deadly zones, and knowingly harm lives of future residents in Riverside. Our City Council and City Manager and City staff are heartless in this regard, because they are taking actions in favor of developers or people who want those who were living along Indiana pushed out, and NOT ONE OF THEM CONSIDERED THE HEALTH IMPACTS AND EARLY DEATHS AND SUFFERING THAT WOULD RESULT FROM THEIR DECISIONS. I say shame on the Riverside City Council, Mayor who is on the Air Quality Board or whatever it is called, the City Manager who could care less about the citizens so long as he pulls down the big bucks he negotiated for himself and the City staff who fear for their jobs so do what they are told.

42. Again I heard that OVERLOOK PARKWAY is being pushed by City officials to benefit people and professors at University of California at Riverside who live in Orange County and commute to UCR. The Mayor of Riverside is hooked into UCR and has donated money and has favored UCR so it seems that there could be some truth to this rumor. If it is true that OVERLOOK PARKWAY is being pushed to benefit high paid folks who want to commute from Orange County, I AM AGAINST THAT as Riverside Citizens lives should not be shortened, they should not get cancer, their children should not suffer from asthma because some University professors want to live in Orange County with the FRESH COASTAL AIR.

43. Riverside needs to focus on LOCAL CITIZENS, LOCAL RESIDENTS of Riverside in regards to its roads through neighborhoods and through our rural areas. NO PASS THROUGH TRAFFIC should be imposed on these areas.
44. Riverside also needs to PONY UP SOME MONEY to help local residents with BUS TRANSIT that is natural gas based and designed not to pollute, THAT IS WHERE OUR MONEY SHOULD BE SPENT.
45. Riverside has spent tens if not hundreds of millions on roadways for CARS/VEHICLES and that money needs to be pulled back and spent on BUSES/BICYCLE LANES/WALKABILITY and more. Riverside has been closing businesses by eminent domain and the threat thereof and thereby forcing people into cars to drive for services which we could previously walk over to get. Center Lumber on Magnolia is just one tiny example. Riverside provides lip service to being green when in reality anything that makes a buck, or keeps favored contractors, developers, road builders working gets a green light whether or not it makes sense in the long term for Riverside.
46. I hereby incorporate the VERBAL COMMENTS and statements made at the Public Scoping Meeting at the Riverside City Council Chambers on March 9, 2011 at 6:30 pm regarding Crystal View Terrace, Green Orchard Place, Overlook Parkway of Frank Heyming, Mary Humboldt, Terry Frizzell as well as other speakers AGAINST putting OVERLOOK PARKWAY through, AGAINST BUILDING A BRIDGE to connect OVERLOOK PARKWAY, AGAINST OPENING THE GATES into my written comments. I have not been able to find where this was recorded but to my understanding it was recorded and by reference I include all there comments as my own herein.
47. I believe this Scoping meeting to have been DECEPTIVE as the maps did not clearly identify the intentions to build thought the greenbelt but circled the area and mentioned study without making clear that your plans were to build through the greenbelt area. Therefore it is possible that many more people would have commented against doing so, but the MAPS SHOWN WERE DECEPTIVE AND INTENDED to deceive in my opinion and obscure your intent to build through the greenbelt.
48. **The meeting also did not produce as many comments for keeping the two gates closed**
49. As part of the deception the EIR/SCOPING and maps did not SHOW ON A MAP HOW OVERLOOK PARKWAY WOULD BE CONNECTED THROUGH RIVERSIDE and over TO UCR AND BISECT CASA BLANCA AREA. To not show the FULL SCOPE of the ROADWAY TO BE CONNECTED is to deceive the public so the City of Riverside could stop outright or mitigate negative comments that would be forthcoming AGAINST the pushing through of OVERLOOK PARKWAY if citizens realized the truth of how you plan to push OVERLOOK PARKWAY through.
50. To make some matters more clear I will hereby incorporate text from **the STOP THE OVERLOOK PARKWAY** website to include the following: **PROPOSED "HIGHWAY FROM HELL" TO CUT RIVERSIDE IN HALF!** 40,000+ Cars A Day Will Go Through Riversides' Hillcrest, Hawarden Hills, Greenbelt and Casa Blanca Communities Via Overlook Parkway . Unknown to most city residents, some Riverside City Bureaucrats in concert with other officials have been aggressively pursuing the construction of a major commuter expressway through the heart of Riverside and a number of its most sensitive residential areas.

According to documents obtained from the city, and statements by city officials in a public forums, a terrifying view of up to 20,000 (40,000 estimated for 2012) or more cars a day, mostly from Moreno Valley, will use the expressway once built. Dubbed "The Highway From Hell", by opponents, the expressway is seen as a giant step backwards in denigration of life for all those living along its planned corridors.

Seemingly the brain child of City Officials, in order to keep some public workers employed in these economic down-times, the expressway would be accomplished by connecting two separate sections of Overlook Parkway with an expensive new bridge. The proposed expressway would then go from Alessandro Blvd. to the Riverside Freeway (SR91) via a widened and lengthened Washington St, or (illegally) across Greenbelt land to Madison St. ([see map](#).) The expressway would effectively link Moreno Valley to the Riverside Freeway at Madison Street, routing 40,000 cars a day directly through residential areas and our beautiful Greenbelt.

Those areas to be most effected are:

Hillcrest and Hawarden Hills

Two of Riverside's most prestigious residential areas, are presently reached by alternate ends of the present Overlook Parkway. City Bureaucrats believe it is necessary to construct a bridge connecting these two existing sections of residential roadway. The new bridge, reached by alternate ends of the present Overlook Parkway, once built, will initiate an enhanced traffic uptake from Moreno Valley to the Riverside Freeway that all agree will be impossible to stop or control (including increased crime. [see map](#))

The Greenbelt

Known for Victoria Avenue, citrus groves, bike paths, horse trails, and tranquil serenity will forever be changed with traffic, noise, litter and air pollution from 40,000 cars a day.

The community of Casa Blanca

Already bordered by the Riverside Freeway, it will be effectively divided in two. If completed, the expressway will also necessitate a multimillion dollar railroad underpass (grade crossing) at Madison St and the 91 Freeway to ease the long miles of congestion.

Major Concerns of Opponents

If constructed, the proposed expressway will invariably bring environmental pollution, noise pollution, increased crime, and traffic congestion right to the door steps of virtually every home in these four communities. Street gangs will have direct access to the heart of our residential areas for their drive-by shootings, dope deals, burglaries and the preying on of children. The existing Overlook Parkway privacy wall will in all probability become a miles long

graffiti billboard as rival gangs stake out their "turf". Proliferation of litter will become commonplace. Increased police patrol, from already understaffed city services, will further tax our limited resources. Long gone will be the serenity, privacy and tranquility that many have worked so long and hard to acquire.

Why Does Anyone Want The Expressway?

No one seems to have any truly valid reasons why this expressway should be built through quiet neighborhoods, other than to "Alleviate future regional transportation congestion." This technojargon may be translated as: 1.] "regional transportation congestion" must mean Moreno Valley; and 2.] If greater access to traffic strangled Moreno Valley is created, then low-cost-housing-hungry workers from Orange County will be attracted to Moreno Valley. This of course means more new housing construction, big profits for special interests, and increased traffic, noise, crime, destruction of our quality of life.

QUESTIONS AND ANSWERS

- Q. What can we as neighbors do to keep this "Highway From Hell" from destroying our neighborhoods?
 - A. Call your council members, write them letters, send them email. Send letters to the Open Forum at The Press Enterprise. Talk to your neighbors. Check this website frequently for updated news.
- Q. How will this proposed "Highway From Hell" affect our lifestyle?
 - A. We will experience unbelievable amounts of increased traffic congestion, more noise, more trash, more graffiti, more crime. It will be easier for the criminals to get into and out of our neighborhoods. More aggravation, more stress.
- Q. Haven't the Overlook Parkway extension and connections to the Madison St./91 Freeway been on the general plan for many years?
 - A. Yes. However, 40 years ago Moreno Valley as we know it today did not exist. There were Sunnymead and Edgemont - bedroom communities for farmers and March Air Base personnel. Now there are over 200,00 people living here. (The Moreno Valley 2006 General plan estimates 160,000 commuters used the highway 60/I-215 corridor to get to the 91 Freeway and destinations West interchange.) The population change from 2000 is approximately a 35% increase, and it is still growing!
- Q. Is there an alternate plan to get the traffic from Moreno Valley to the Riverside Freeway instead of through our neighborhoods?
 - A. Yes - a very intelligent one. Over the last 20 years the 60/215 Freeway through the Box Springs Corridor and the 91/25/60 Interchange have made tremendous improvements for traffic flow from Moreno Valley. Also improvements to Van Buren Blvd have been implemented and further improvements to the Riverside Freeway and Van Buren Blvd are in the works. A circular beltway around our beautiful city also makes excellent sense.
- Q. How much time is left to convince the City Council that our neighborhoods do not want this atrocity introduced into our community?
 - A. Right now the Riverside Planning Division has distributed a Scoping document

to over 100 individuals including many organizations such as: The City of Rialto, The Port of Long Beach, the BNSF Railway, CA Fish and Game and many others. The City is preparing for a big project. The first meeting with the City Planning Division is March 9, 2011 6:30 p.m. at the Riverside City Council Chambers. We don't have much time, but we are organized and determined. We have been consistently getting the City to fall back and retreat many times since the 1960's (they wanted to bulldoze Victoria Avenue. Unbelievable!) In all the many times where Proposition R and Measure C were attacked and litigated, we won every single time! Including in the State Supreme Court. Proposition R and Measure C were put into law by the People and can only be withdrawn by a majority vote of the People.

- Q. How can I personally help?
 - A. We need volunteers to get the word out. Email us with your contact information
- Q. How can I get involved? I really don't want to see this 'Highway from Hell' put in?
 - A. We have a highly motivated grass roots organization needing people to contribute in many different ways. Please email us for someone to address your message.
- Q. I thought that the widening of streets in the Greenbelt is illegal according to Proposition R and Measure C?
 - A. The City may make improvements to these streets, however according to Measure C, section 5, paragraph c, item 2 "Protect Greenbelt streets from heavy traffic." Furthermore, item 3, Minimize the extension of City services and urban infrastructure into agricultural land areas, except as needed for agricultural purposes." Finally, item 4, "Develop and implement public service and infrastructure standards compatible with and appropriate for agricultural lands." It is obvious that connecting Overlook Parkway to facilitate the movement of traffic from Moreno Valley to the 91 Freeway does nothing to further the agricultural purposes of the Greenbelt.

51. As you can see from some of the text from the Stop The Overlook Parkway website there is much that those presenting the information at the Scoping meeting and EIR did not share with citizens, such as the connection of OVERLOOK PARKWAY and the splitting of Casa Blanca an area already heavily impacted by Downtown Riverside, and squeezed by the University on the other side, subjected by the Metrolink and new Transit Center and now you want to add other impacts on this over impacted neighborhood? I say NO NO to more negative impacts and more traffic or any ROADWAY FROM HELL going through Casa Blanca.

Please take note of the fact that OVERLOOK PARKWAY and extending it through the greenbelt does NOT meet the stipulations in Proposition R and Measure C as delineated in the text from STOP THE OVERLOOK PARKWAY website as shown under point 35 above.

The sad fact is the Riverside's Mayor, Riverside's City Council, Riverside's City Manage are destroying Riverside at a rapid rate, and not to the benefit of citizens. They want to destroy the Greenbelt and have been hacking away at it by dribs and drabs. Just like they want to DESTROY the MARCY BRANCH LIBRARY and PARKING LOT on CENTRAL by trading it

to the Lucky Greek who will gut the building, install the food equipment then decide to sell at which time the city will use its buy back provisions to pay the Lucky Greek famously for gutting the building under the guise of improvements, then use the gutted building as an excuse to bulldoze the library shell so they can get on with whatever development they have had in mind ALL ALONG and have discussed with the owner of the nearby bicycle business who was told he would be taken care of as well. Same is true for the Greenbelt, after you have RUINED IT BY CHOPPING IT UP with a freeway, well then it is too late, it is already ruined so a few more condos/businesses etc will be pushed through by our ignorant and developer focused city leaders.

The Scoping meeting was held in the evening at 6:30 but some who take public transit could not travel to speak as meetings run late and they cannot get home. Until such time as the City of Riverside provides funding for evening bus service NO PUBLIC MEETING IS TRULY PUBLIC WHEN A LARGE PERCENTAGE OF THE CITIZENS CANNOT ATTEND.

Also notice of such meetings is hard to find out about for many. The City DOES NOT Advertise such meetings in the monthly mailers mailed to citizens homes, and not on the front page of its website. None of the events calendars include such meetings. I looked just now to find information on YOUR WEBSITE and could NOT FIND WHERE THIS END DATE of comments and could NOT FIND IT ON THE RIVERSIDE WEBSITE, so I find that to be DISHONEST in that citizens who may want to comment and visit the website would likely, like myself, be unable to find the webpage by visting the City of Riverside website <http://riversideca.gov> Not everyone comes supplied with a specific webpage and I find it DISHONEST to bury the information and not have it easily accessible so citizens may comment.

Whether you call it OVERLOOK PARKWAY, an EXPRESSWAY, an ARTERIAL, COMMUNTER EXPRESSWAY, HIGHWAY FROM HELL, or FREEWAY THROUGH RIVERSIDE or whatever you call it, it all means the same to me, too much traffic on residential streets , and traffic traveling at too fast a speed should not be tolerated or allowed and would not be in a community that cared about its residents.

If you want the OVERLOOK PARKWAY connected to carry traffic from Orange County to low cost housing in Moreno Valley, I say NO NO and again NO. Do not allow our residents to be subjected to particulate matter from car/truck/congestion/idling/racing cars, and the noise, trash DUST and debris from accidents which all that traffic will entail. Do not turn Riverside's quiet residential areas and greenbelt into freeway/arterial and so ENCOURAGE MORE COMMUTERS, MORE PARTICULATE MATTER into RIVERSIDE WHICH SUFFERS FROM ONE OF THE WORST AIR QUALITY IN AMERICA.

Riverside's AIR QUALITY STINKS. Riverside thinks it can be like all these other great cities, but almost all those great cities are on the coast and the wind blows away the bad air and makes dense housing compatible with traffic as the bad air is blown away several times a day. That is NOT TRUE in RIVERSIDE. The air is bad and in the summer it gets worse as the air stills and the particulate matter concentrates. By adding more throughways/arterials through our greenbelts and residential areas you are ADDING to and making worse our bad air problems, and taking away the fresher air areas where some of us go occasionally to enjoy the fresher air.

INSTEAD OF A PUTTING OVERLOOK PARKWAY THOUGH Riverside needs to concentrate on moving citizens to use of buses in and around Riverside and get them out of gas guzzling cars, and walking, bicycling and using buses. THAT IS WHERE OUR MONEY AND ENERGY SHOULD GO.

I live in RIVERSIDE's DEATH ZONE on CENTRAL near BROCKTON, I know of what I speak, and I don't want others to suffer as we have suffered in death in the family, major cancer operations, not being able to go out and work and play in the yard due to the BAD AIR, wanting to just LEAVE TOWN during the WORST PART OF THE YEAR to get away from the DEADLY AIR, and go somewhere where we can BREATHE CLEAN AIR, we don't just give that lip service, we leave because it is UNHEALTHY TO LIVE on BUSY ATERIALS IN RIVERSIDE. My mother has owned this house for about 63 years. It was once a nice place to live with clean air. We played baseball out in front and spent time on our front yard. Then the City wanted to widen the street as Riverside wants to do on OVERLOOK PARKWAY. They widened it two or three times. Now we cannot use the front yard, and not event the back yard really. Now we have 4 family members with cancers, two dead. Thanks a lot Riverside. And our requests to get a 5 ton weight limit to remove a few of the diesel trucks, and reduce the particulate matter just a little, has gone on deaf ears at City Council and our Councilman Rusty Bailey could care less about the Citizens who live on Central Avenue, but seems to be catering to the car resellers and others who benefit from our suffering. No one on Riverside City Council cars and the Mayor who brags about being on the Air Resources Board does nothing about Air issues, he seems useless and his time on the Board seems wasted. And because of his lack of attention to this matter future citizens will get cancers, lung problems, asthmas and some will die earlier then they should have. They can thank Mayor Loveridge and the City Staff for not fighting for their best interest to keep housing out of DEATH ZONES.

Should say that to hold a meeting such as was held on March 9, 2011 at 6:30 in the Council Chambers with not prior access to the documents or maps, is to NOT GIVE citizens a fair chance to fully comment. Also I did not hand in my comments at that time as I was told I would not be able to view the comments online. To deny citizens the ability to view comments, is also to SHUT OFF public comments as someone may have made a comment I would have made if I thought of a particular issue. In effect the City of Riverside is trying to control and limit the comments, and is trying to ensure comments will not impede what they want to do. The City of Riverside is NOT really interested in having a full discussion of citizens and citizens interests or what citizens want. The City wants to be able to say they had a meeting and that NO SPECIFIC COMMENTS blocked this or that thing the City wants to do.

The whole thing seems designed to PUSH THROUGH OVERLOOK PARKWAY because there was really no option that stated OVERLOOK would not be extended, would not have the bridge built would be pulled off the plans permanently and in addition both gates would remain closed. As this scenerio as an OPTION WAS NOT OFFERED, the City has already made up its mind to move ahead, despite the fact that it is not in the best interests of Riverside citizens to do so.

So I ask you respectfully to not gloss over these issues as has become a pattern and practice

here in the City of Riverside to ignore the health of Riverside Citizens for the benefit of developers and to fill some pockets somewhere with money at the cost of citizens lives or quality of lives.

Such matters are not supposed to be about pushing though whatever benefits developers.

Citizens should come first, our health, protection of our few greenbelts and rural areas.

Citizens best interest, health and safety should come before drive through traffic from other communities such as Orange County and Moreno Valley and UCR professor traffic.

Not only is it right but it makes good sense to maintain agricultural areas where we can grow green vegetables not just for times of disaster but for year round eating. Diabetes, Cancers, Heart Disease can all be mitigated if people eat healthier and rather then bring in more arterials and bad air to kill residents, why not instead protect and promote our agricultural area and give agricultural folks breaks so they can survive and residents can benefit. Protect the agricultural and rural areas and keep out developers and keep out arterials/expressways and the like from residential and rural/agricultural areas of Riverside.

Karen Doris Wright

4167 Central Avenue

Riverside, CA 92506

951 204-3252

twodogkd@yahoo.com

From: POb8939829@aol.com

Sent: Saturday, March 26, 2011 12:47 PM

To: Gonzalez, Gustavo

Cc: Davis, Paul

Subject: Traffic impacts

Please in the review of the Overlook to Allesandro Blvd. connection the effects that it will on Mary St. and adjacent streets. Mary street is a race track already.

PJ O'Brien

From: a. d. [riverside6903@msn.com]
Sent: Monday, March 28, 2011 3:27 PM
To: Gonzalez, Gustavo
Subject: Keep overlook Open
Dear Mr. Gonzalez,

I hope this message finds you well. My name is Amirah Dahdul and I live right off of Crystal View. I was concerned and dismayed to see the notice that the gates to Green Orchard and Overlook would be closed for a few weeks. First and foremost the issue of SAFETY concerns me the most. I don't understand the logic with keeping a gate close that could provide quick access to emergency vehicles to our neighborhood. I understand that a child not too long ago almost drowned and would have if they gates had been closed. I have a young child and I feel that anything that would cause an impediment to my child's safety or anyone else's for that matter is not something to be taken lightly. In my mind there is no logical reason for those gates to be closed. I assure you that if anything were to happen that would compromise the safety of anyone in my family or anyone else in my neighborhood, that a swift legal response would result against the city of Riverside.

The other issue concerns convenience and easing of traffic congestion with the gates being open. It makes no sense whatsoever to have the gates closed. I could never understand why the gates were closed to begin with as soon as construction began on Overlook. I would ask myself "Why are these gates to this road closed?"

No one person is entitled to a certain way of living at the expense of other people living in the area. If someone wants to be free of noise, traffic or anything else for that matter, they should choose to live on an island. It is not right that we have to deal with the inconvenience and potential life threatening risks that can associated with the closure of those gates. It is something I, my family and my fellow neighbors are not willing to tolerate. It doesn't make any sense. There are neighbors who's children attend school at Hawarden Academy. Is it right to make them go all the way around to Victoria and then up Alessandro to Via Vista taking as long as 20 additional minutes when he could have his children dropped off within a couple of minutes? Is that fair? Is that right? Would you tolerate it? I implore you and everyone involved in the decision-making process regarding the gates, to keep them OPEN. Please include this in your **Environmental Impact Report (EIR)**. Thank you for your time.

With kind regards,

Amirah

From: Tasha Orshoff [tashao@me.com]
Sent: Tuesday, March 29, 2011 8:17 PM
To: Gonzalez, Gustavo
Subject: Open the gates
Gus Gonzalez,

My family lives in Orangecrest and our parents live off Overlook.
Please do what you can to open the gate on Crystal View.
It is such a waste of time and gas to go all the way around
Please, for convenience and helping a family that visits each other often
keep the gates open!
Thank you,
Tasha Orshoff

PUBLIC COMMENT LOG

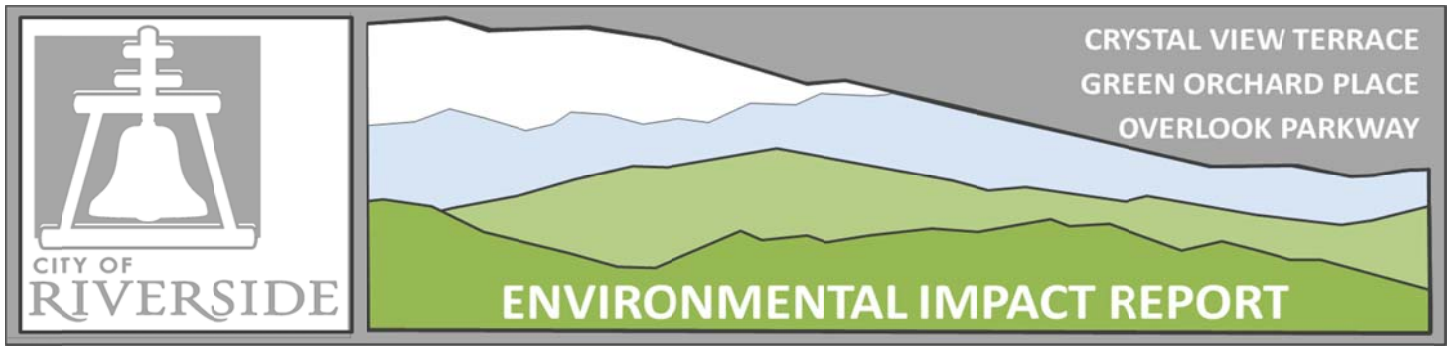
Green Orchard/Crystal View Terrace Gates & Overlook Parkway EIR

Date	Name	Address	E-mail / Phone	Nature of Comment
2/14/11	Steve Whyld	7012 Edgewild Drive Riverside, CA 92506	Swhyld@msn.com	PHONE: Requested to be put on the notification list
3/07/11	Kurt Gunther	2489 Madison Avenue Riverside, CA 92504	951-359-0337	PHONE: Had questions on format of scoping meeting, comment submittal deadlines and whether this was a city-initiated project.
3/09/11	Wesley Stonebreaker	1060 Country Club Drive Riverside, CA 92506	951-784-1060	PHONE: Had questions on where comments can be submitted. Verbally commented that he is generally in favor of opening Overlook Parkway.
3/11/11	Rhonda Souklia		RhondaSoulia@sbcglobal.net	PHONE: Requested that we e-mail her a copy of the comment form we passed out at the Scoping Meeting. It was e-mailed to her immediately.
3/25/11	Mary Humboldt			PHONE: Asked if she could submit comments on Monday since her computer was not working or if she should bring in hand written comments. She was advised to get comments in by the NOP due date of Friday, March 25 th .
3/25/11	Mary Humboldt			COUNTER: Mary Humboldt submitted a comment letter and asked for clarification on the due date for mailed in comments. Does the due date mean mailed on the due date, or mail received by the due date? Doug Darnell agreed that he would confirm on Monday, that he believed it to be the postmark date.

APPENDIX A-2

Scoping Report for Amended NOP

(December 2011)



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

TO: See attached list

FROM LEAD AGENCY:

City of Riverside
Community Development/Planning
Diane Jenkins, AICP
3900 Main Street
Riverside, CA 92522

DATE: November 2, 2011

SUBJECT: Amended Notice of Preparation of a Draft Environmental Report (EIR)

On February 9, 2011, the City of Riverside issued a Notice of Preparation for this same project with a comment period that ended on March 25, 2011. The project has remained the same except the level of analysis for Scenario 4 has changed from a Programmatic level analysis to a Project level analysis as noted below.

The City of Riverside will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. The EIR will include a project-level environmental analysis of four project scenarios. The City needs to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our Agency when considering your permit or other approval for the project.

The project description, location and the potential environmental effects are contained in the attached materials. A copy of regional and local vicinity maps and other related plans are attached.

Due to time limits mandated by State law, your response must be sent by December 1, 2011.

Please send your response to Diane Jenkins, AICP, Principal Planner, at the address shown above. We will need the name and contact person in your agency. If you have any questions, please contact Diane Jenkins at (951) 826-5625 DiJenkins@riversideca.gov.

PROJECT TITLE: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

PROJECT APPLICANT: City of Riverside

PROJECT DESCRIPTION:

The City of Riverside Planning Division will prepare an EIR that will analyze the impacts of the potential scenarios listed below, including analyzing, among others, traffic circulation patterns, air quality, global

warming/greenhouse gases, noise, biological resources, historical/cultural resources, agricultural resources, and paleontological resources. The Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (proposed project) involves the local roadway system in the eastern portion of the City of Riverside and southeast of Interstate 91 (I-91) (see Figure 1, Regional Location and Figure 2, Project Area on an Aerial Photograph).

The proposed project involves the analysis of all four (4) scenarios as follows:

Scenario 1 - Gates closed to through traffic, no connection of Overlook Parkway: Under Scenario 1, both Crystal View Terrace and Green Orchard Place gates would remain in place and be closed until Overlook Parkway over the Alessandro Arroyo is connected.

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

Scenario 3 - Gates removed, Overlook Parkway connected: Under Scenario 3, the gates at Crystal View Terrace and Green Orchard Place would be removed and Overlook Parkway would be connected over the Alessandro Arroyo. This scenario would require a General Plan amendment to remove policies addressing the potential connection route between Washington Street and State Route 91 prior to completing Overlook Parkway across the arroyo.

Scenario 4 - Gates removed, Overlook Parkway connected, and Overlook Parkway extended westerly: Under Scenario 4, both Crystal View Terrace and Green Orchard Place gates would be removed and Overlook Parkway would be connected over the Alessandro Arroyo. In addition, Overlook Parkway would be extended west of Washington Street to provide a connection to SR 91.

All four of these scenarios will be analyzed at a project-level in the EIR. By addressing all four scenarios in an approximately equal level of detail, decision makers will have sufficient information in the EIR necessary to select a preferred scenario. The discretionary actions associated with the proposed project include: approval of one of the scenarios described for the proposed project and certification of the EIR. In addition, for Scenarios 2 and 3 the City would be required to approve an amendment to the General Plan 2025 to modify and/or delete one or more of the policies in the General Plan 2025. Scenario 2 also requires revisions to conditions and/or mitigation measures for Tract Maps TM-29515 and TM-29628 and if selected this document will serve as the additional CEQA analysis required for these maps.

PROJECT SETTING/ISSUES OF CONCERN:

Crystal View Terrace, Green Orchard Place, and Overlook Parkway are located south of I-91 and west of Interstate 215 in the eastern portion of the City of Riverside. 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. The project area includes an open space area for the Alessandro Arroyo that is west of Sycamore Canyon Wilderness Park. The project area is also located southeast of Victoria Avenue, a historic corridor and scenic parkway. Victoria Avenue is designated on the National Register and as Cultural Heritage Landmark No. 8 for the City.

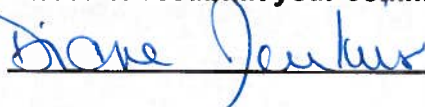
As the proposed project involves local roadways, additional detail is provided below:

- Overlook Parkway is included as an east-west arterial from Washington Street to Alessandro Boulevard in the General Plan 2025; however, Overlook Parkway is not connected over the Alessandro Arroyo, approximately 500 feet between Crystal View Terrace and Via Vista Drive, and between Via Vista Drive and approximately 500 feet west of Sandtrack Road.
- Overlook Parkway does not extend west past Washington Street; therefore, a direct connection to SR-91 does not exist from Overlook Parkway.
- Crystal View Terrace is a local road and Green Orchard Place is a collector road that connects to Overlook Parkway, an arterial road and Kingdom Drive, a collector road, respectively. In connection with the approval of two separate tract maps, gates at Crystal View Terrace and Green Orchard Place were installed to address cut-through traffic until Overlook Parkway was completed 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. The gates were installed as mitigation for two previously approved tract maps but designed to allow emergency vehicle access. The current EIR is being undertaken to determine whether the mitigation measures in the prior CEQA documents for the two tracts are still necessary or can be modified.

As lead agency, the City conducted a preliminary review of the proposed project and decided that a EIR would be required. For the proposed project, issues of concern include potentially significant impacts to Land Use/Neighborhood Character, Traffic/Circulation, Air Quality, Global Warming/Greenhouse Gases, Noise, Biological Resources, Historical/Cultural Resources, Agricultural Resources, and Paleontological Resources. These issues, and others, will be addressed in the forthcoming draft EIR.

All comments received on the previous Notice of Preparation are still on file and are part of the Environmental Impact Report record. If you do not have anything new to add to your previous comments there is no need to resubmit your comments.

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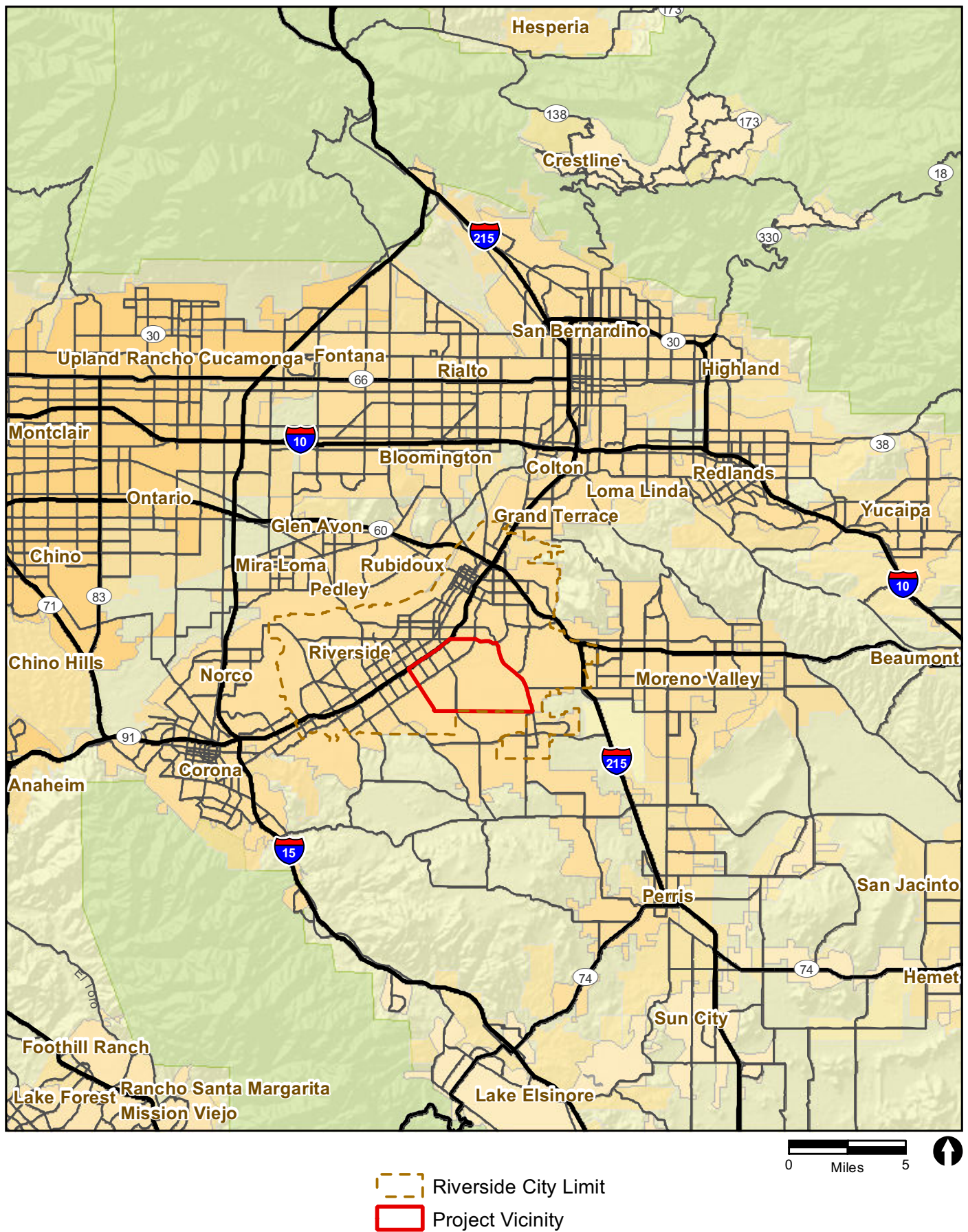
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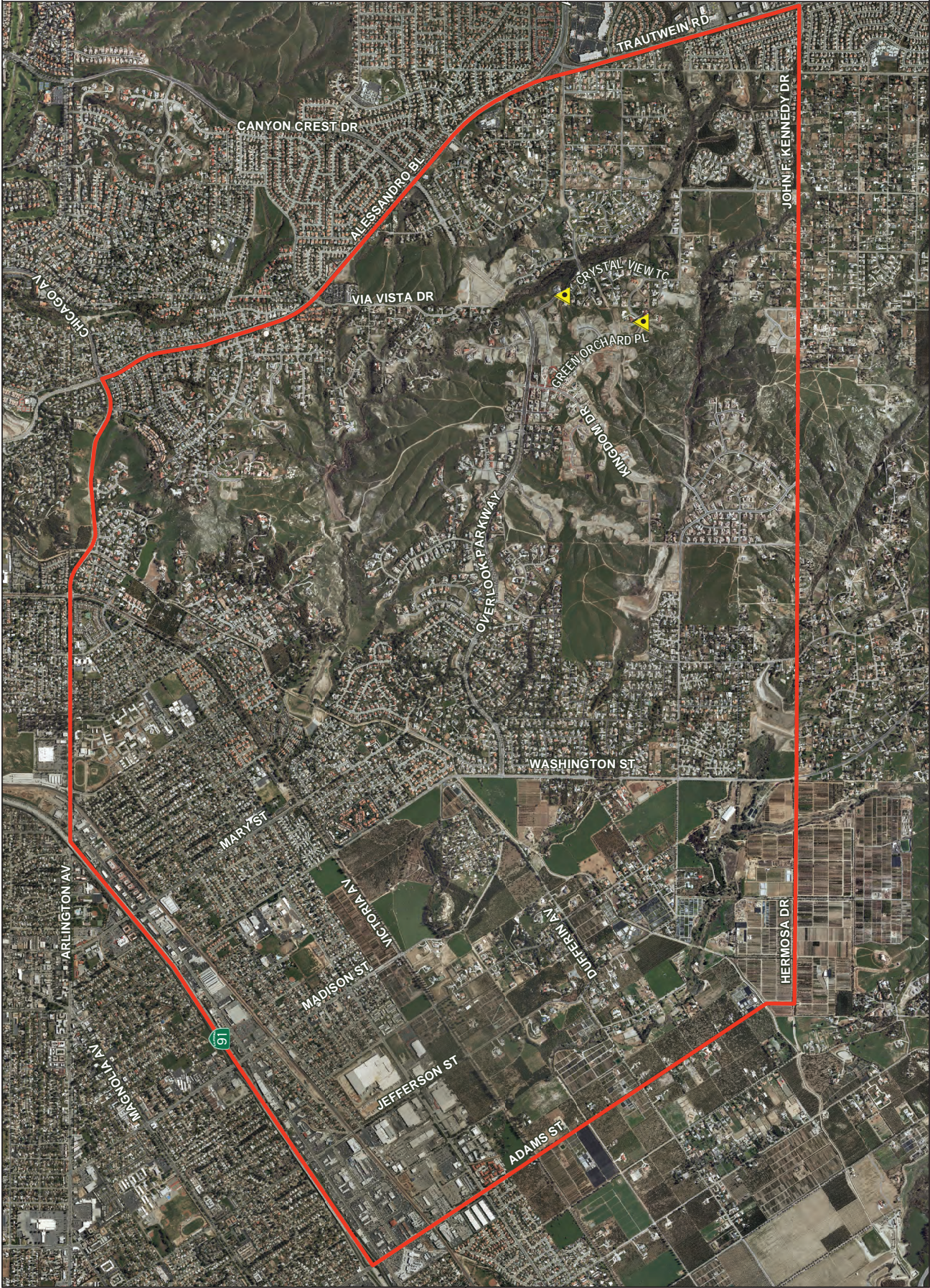
November 2, 2011

ATTACHMENTS:

1. Figure 1: Regional Location
2. Figure 2: Project Area on an Aerial Photograph
3. Figure 3A-D: Proposed Scenarios
4. Distribution List

G:\GENPLAN\Crystal_View-Green_Orchard-Overlook_EIR\NOP_Scoping_Meeting\Amended_NOP\NOP_Final_Amended.docx



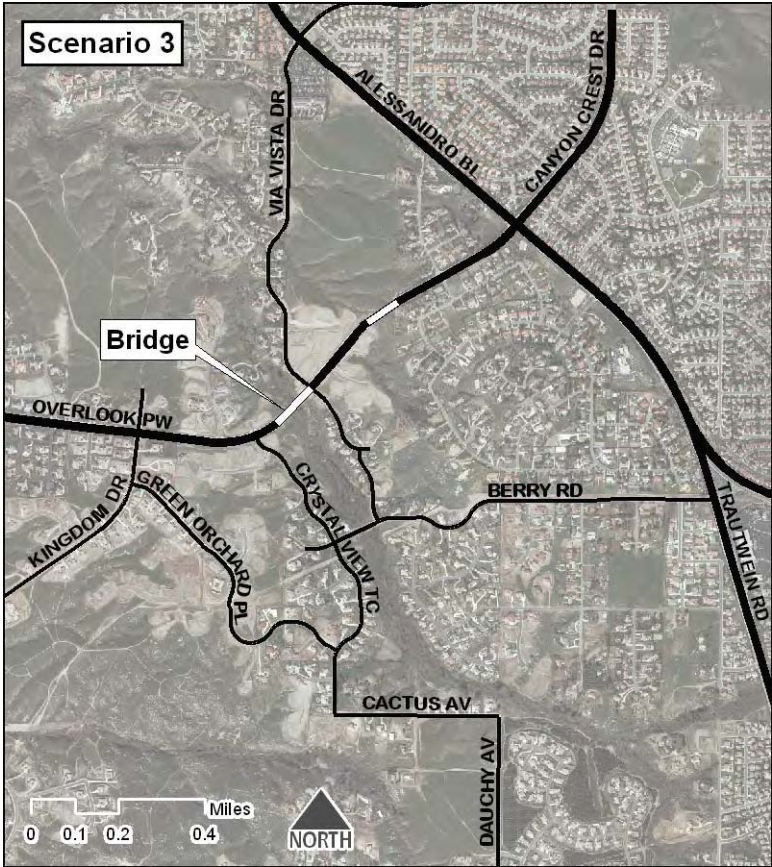
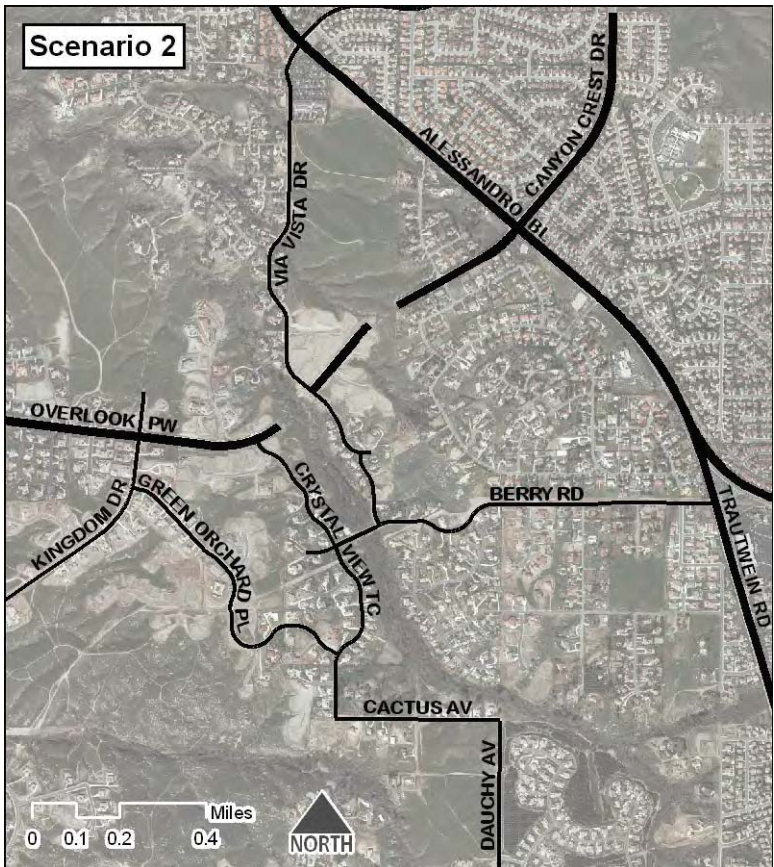
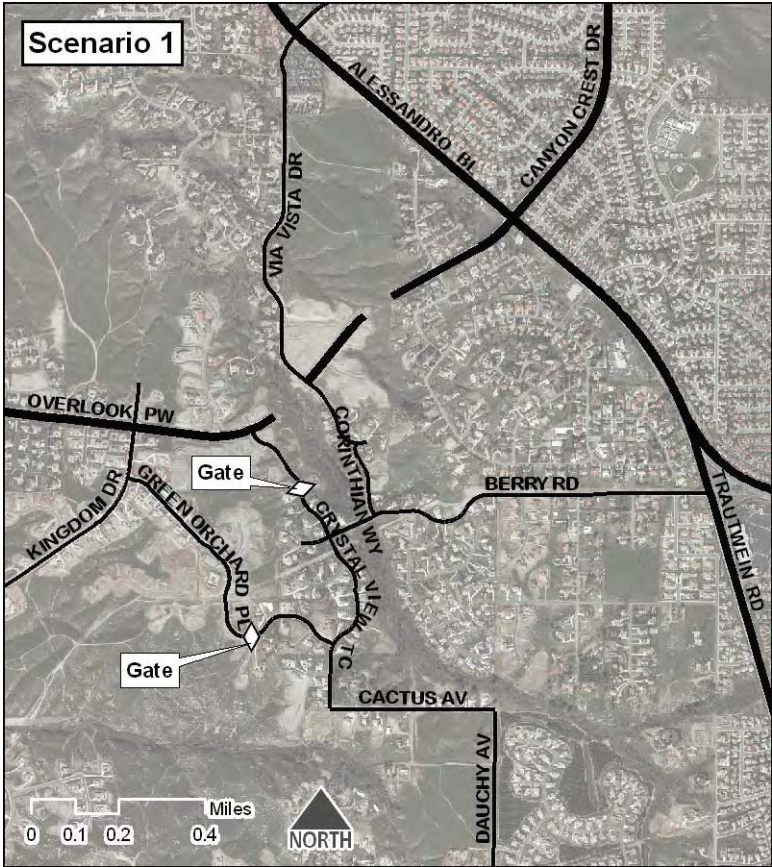


Project Vicinity
Gates

0 1,000 2,000
Feet



FIGURE 2
Project Area
on 2009 Aerial Photo



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Riverside, CA 92506
sailboat146@yahoo.com

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1719 Crystal Ridge Court
Riverside, CA 92506

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mwm@lawyer Mihelich.com

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2240 Grace Street
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7970 Harbart Drive
Riverside, CA 92506

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lisaquintero1@gmail.com

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iwk4food@charter.net

Agam Reddy
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Riverside, CA 92506

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7178 Orozco Drive
Riverside, CA 92506

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1884 Natalie Lane
Riverside, CA 92506

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9036 Limecrest Drive
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Riverside, CA 92504

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kfsawa@2data.net

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Riverside, CA 92506

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Linda Singletary Heaslet
7425 Whitegate Avenue
Riverside, CA 92506

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sskov@allenmatkins.com

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Riverside, CA 92506
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Riverside, CA 92506
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Riverside, CA 92508

Ed Urban
14082 Crystal View Terrace
Riverside, CA 92508

Mike Van Daele
2020 Polo Court
Riverside, CA 92506

Dan Vaughan
18971 Eagle Song Place
Riverside, CA 92508

Dennis Wahl
1330 Ridgeline Drive
Riverside, CA 92506

Dave and Lugena Wahlquist
1020 Tiger Tail Drive
Riverside, CA 92506
lugenaw@aol.com , davek6kmz@aol.com

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Riverside, CA 92506
JWallace@cmps.com

Charles Ware
14362 Crystal View Terrace
Riverside, CA 92508

Stuart Weiner
2090 St. Lawrence Street
Riverside, CA 92504

Pati & Charles Weir
2223 Grace St.
Riverside, CA 92504
patiweir@gmail.com

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1517 JESSAMYN CT
Riverside, CA 92506
JWhite@PCNanswers.com

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swhyld@msn.com

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Riverside, CA 92506
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Riverside, CA 92504

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Riverside, CA 92506

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Riverside, CA 92504

Karen Wright
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Riverside, CA 92506
twodogkd@yahoo.com

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Riverside, CA 92504

Teresa Yoakam
7332 Pontoosuc Ave.
Riverside, CA 92504

Tasha Orshoff
tashao@me.com

Tom S. Taylor
P.O. Box 51809
Riverside, CA 92517-2809
taylorts@prodigy.net

Neighboring Property Owners

243-590-001
Mark & Dawn Dunham
3401 Gato Court
Riverside, CA 92507-6800

268-320-033
A&TT LLC
7181 Miracle Mile
Riverside, CA 92506-7598

268-320-032
A&TT LLC
7181 Miracle Mile
Riverside, CA 92506-7598

243-590-004
Rodolfo A. & Faith Aumentado
7376 Crystal View Terrace
Riverside, CA 92506-7595

243-590-002
Hawarden Meadows Inc.
679 Pinnacle Ridge Road
Riverside, CA 92506-7541

243-380-034
Ashton Ranch Estates
7181 Miracle Mile
Riverside, CA 92506-7598

243-380-033
Ashton Ranch Estates
679 Pinnacle Ridge Road
Riverside, CA 92506-7541

268-320-025
A&TT LLC
7181 Miracle Mile
Riverside, CA 92506-7598

268-320-026
A&TT LLC
7181 Miracle Mile
Riverside, CA 92506-7598

268-320-030
A&TT LLC
7181 Miracle Mile
Riverside, CA 92506-7598

268-320-016
Kenneth E. Williams
7191 Magnolia Avenue
Riverside, CA 92504-3805

268-320-019
A&TT LLC
7181 Miracle Mile
Riverside, CA 92506-7598

268-320-036
Michael & Mary Torquato
19757 Mt. Wasatch Drive
Riverside, CA 92508-3281

268-140-007
Anthony W. & Helen Norman
6969 Randwick Road
Riverside, CA 92506-5633

268-180-001
N & Mary Sadik
6955 Sandtrack Road
Riverside, CA 92506-5631

242-020-009
City of Riverside
3900 Main Street
Riverside, CA 92522-0001

242-020-001
Eddie E. Fischer
2030 E. Orangethorpe Avenue
Fullerton, CA 92831-5327

241-422-003
Jeffrey & Jan Brantley
7049 Hawarden Drive
Riverside, CA 92506-5531

241-422-002
Wayne D. Shellner
7047 Hawarden Drive
Riverside, CA 92506-5531

241-422-001
Gary N. Shows
7045 Hawarden Drive
Riverside, CA 92506-5531

241-431-001
Jesse & Maria Santana
7041 Hawarden Drive
Riverside, CA 92506-5531

241-431-002
Richard S. Drobek
7039 Hawarden Drive
Riverside, CA 92506-5531

241-431-003
Ricardo G. & Petra Flores
7037 Hawarden Drive
Riverside, CA 92506-5531

241-230-009
City of Riverside
3900 Main Street
Riverside, CA 92522-0001

235-343-005
James M. Shipp
2302 Engel Drive
Riverside, CA 92506-5003

235-343-004
George & Okhwa Suniga
2312 Engel Drive
Riverside, CA 92506-5003

235-343-003
Joan Giroir
2322 Engel Drive
Riverside, CA 92506-5003

235-343-002
Eric R. Reisner
Sandra D. Wickerd
2332 Engel Drive
Riverside, CA 92506-5003

235-343-001
Pauline M. & Anthony Librenjak
2342 Engel Drive
Riverside, CA 92506-5003

235-342-005
Stephen D. & Joanne Tyler
2362 Engel Drive
Riverside, CA 92506-5057

235-342-004
Debra Langguth
2372 Engel Drive
Riverside, CA 92506-5057

235-341-013
Donald & Trudie Avers
2359 Engel Drive
Riverside, CA 92506-5004

235-341-014
Phillip J. Lemoine
2349 Engel Drive
Riverside, CA 92506-5004

237-220-003
S.J. & C. Fessler
22587 Canyon Club Drive
Canyon Lake, CA 92587-7954

237-220-002
S.J. & C. Fessler
22587 Canyon Club Drive
Canyon Lake, CA 92587-7954

237-220-001
S.J. & C. Fessler
22587 Canyon Club Drive
Canyon Lake, CA 92587-7954

237-110-003
Q.Q. Place & Prop.
512 Olympia Bay
Laredo, TX 78041-1944

237-110-014
Ken B. & Carrie Crowl
P. O. Box 2590
Riverside, CA 92516-2590

237-110-012
Great Victoria Inc. Co.
1611 South Pacific Coast Highway 100
Redondo Beach, CA 90277

237-110-009
Great Victoria Inc. Co.
1611 South Pacific Coast Highway 100
Redondo Beach, CA 90277

237-100-012
Ken B. & Carrie Crowl
P.O. Box 2590
Riverside, CA 92516-2590

237-100-002
Great Victoria Inc. Co.
1611 South Pacific Coast Highway 100
Redondo Beach, CA 90277

237-100-008
Great Victoria Inc. Co.
1611 South Pacific Coast Highway 100
Redondo Beach, CA 90277

237-100-007
Great Victoria Inc. Co.
1611 South Pacific Coast Highway 100
Redondo Beach, CA 90277

237-100-006
Great Victoria Inc. Co.
1611 South Pacific Coast Highway 100
Redondo Beach, CA 90277

237-050-031
INDYMAC IMSC MTG LOAN 2207-AR2 T
2580 Madison Street
Riverside, CA 92504

237-050-023
Robert P. Theresa Reinhardt
2612 Madison Street
Riverside, CA 92504-4715

237-062-034
Finn & Holly Comer
7515 Victoria Avenue
Riverside, CA 92504-4703

237-062-033
Kevin T. & Pauline Doan
P.O. Box 7398
Riverside, CA 92513-7398

237-090-006
Edward & Kathy Lin
Chun-Tsu Luh
9802 Big Sur Drive
Huntington Beach, CA 92646-5310

PUBLIC NOTICES

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

YOU SHOULD KNOW.....

The Press-Enterprise public notices serve to notify the entire community that an important government function is being carried out. This includes governmental events, activities, contracting, and other transactions of interest to every citizen. The Press-Enterprise public notices are a permanent record and source of information for the entire community.

Inland Valley Development Agency Notice Inviting Bids Abatement, Demolition and Construction of Building Nos. 811 and 863, for the Weatherization Improvements to Existing Buildings and Infrastructure Renovation Project (Phase I) EDA GRANT NO. 07-49-06250 (RE-BID) Prospective bidders are hereby notified that the Inland Valley Development Agency ("IVDA") and/or "Owner" will receive sealed bid proposals for the Abatement, Demolition and Construction of Building Nos. 811 and 863 Project (the "Project"). Such proposals will be received until 2:00 P.M. on Thursday, December 1, 2011, at IVDA's office, attention Clerk of the Board, at which time said bids will be publicly opened and read. The selected contractor shall construct all improvements in accordance with the Bid Package. Any questions shall be directed to Mr. Roberto Ramirez, P.E., Senior Project Manager, Cordoba Corporation, (909) 382-0674 or ramirez@cordoba.com. Contract Documents may be obtained from Owner, 294 S. Leland Norton Way, Suite 1, San Bernardino, California 92408, upon payment of a nonrefundable fee and are also available on the IVDA's website, www.sbdairport.com. Make all checks payable to "Inland Valley Development Agency." All information, addendums, and notices regarding this Project will be posted to the agency website. It is the sole responsibility of all prospective respondents to check the website for any pertinent information that may be issued. A NON-mandatory pre-bid meeting shall be held at 10:00 A.M. on Tuesday, November 8, 2011, at the Board Room at 225 Del Rosa, San Bernardino, California 92408. Each proposal must be accompanied by a certified or cashier's check or bid bond for five percent (5%) of maximum amount(s) bid. Said check shall be made payable to the Inland Valley Development Agency and when delivered with a proposal, shall constitute a guaranty that bidder will, if an award is made to him/her/it in accordance with the terms of said bidder's proposals; execute a contract on the Owner's standard form, together with Labor Code Certification thereon; furnish contract performance and payment bonds with a corporate surety or sureties satisfactory to the Owner, each for not less than one-hundred percent (100%) of total bid price; furnish certificates of insurance evidencing that all insurance coverage required by the contract has been secured. It is the Contractor's responsibility to obtain from the Director of the Department of Industrial Relations the general prevailing rate of per diem wages and the general prevailing rate for holiday and overtime work. Each contractor to whom a contract is awarded must pay the prevailing rates and post copies thereof at the job site. If Davis Bacon rates are higher, they supersede the prevailing wage rates of the State of California, the higher of the two wage rates shall be used and should be current as of 10-days prior to bid opening. Owner reserves the right to reject any and all proposals, to waive any irregularity or to award the contract to other than the lowest bidder. Bidder may not withdraw his/her/it bid for thirty (30) days after bid opening. The IVDA reserves the right to accept or reject any or all bids and to waive any informalities or irregularities in any bid. Award of contract is subject to US Department of Commerce, Economic Development Administration Approval. Inland Valley Development Agency San Bernardino, California Date: 10/13/11 By: /s/ Kelly Berry Clerk of the Board 10/19, 10/26, 11/2, 11/9, 11/16/11 CNS-219717# THE PRESS-ENTERPRISE

CITATION TO APPEAR

Case No. RJ-107644 SUPERIOR COURT OF THE STATE OF CALIFORNIA COUNTY OF RIVERSIDE, JUVENILE DIVISION In re the Matter of: JOSHUA IRVIN, (dob: 07/21/11) Minor(s)

THE PEOPLE OF THE STATE OF CALIFORNIA TO: THE UNKNOWN FATHER AND ANYONE CLAIMING TO BE THE FATHER, OF THE ABOVE STATED MINOR(S);

By order of this Court you

term foster care, subject to the regular review of the juvenile court.

Given under my hand and seal of the Superior Court of the County of Riverside, State of California, this 18th day of October, 2011. (SEAL) SHERRI CARTER, Officer Executive Court of the State of California, In and for the County of Riverside.

By: Deputy PAMELA WALLS County Counsel Cynthia Morton Deputy County Counsel 9991 County Farm Road, Suite 113 Riverside, California, 92503 Telephone: 951-358-4125 Attorneys for the Petitioner Department of Public Social Services 10/26, 11/2, 9, 16

CITATION TO APPEAR

Case No. RJ-120187 SUPERIOR COURT OF THE STATE OF CALIFORNIA COUNTY OF RIVERSIDE, JUVENILE DIVISION In re the Matter of: MAHNAJAI H. CHAMBERS, (dob: 09/29/04) SIERRA S. CHAMBERS, (dob: 03/21/08) SAHARRA S. CHAMBERS, (dob: 03/21/08) Minor(s)

THE PEOPLE OF THE STATE OF CALIFORNIA TO: THE UNKNOWN FATHER, THE FATHER, DAVID ANDERSON, THE FATHER WILLIAM MITCHELL, AND ANYONE CLAIMING TO BE THE FATHER, OF THE ABOVE STATED MINOR(S);

By order of this Court you are hereby cited and required to appear before a Judge of the Superior Court, located at 9991 County Farm Road, Riverside, California, on December 29, 2011, at 8:00 a.m., in Department J-4, to show cause, if any, why the above-named minor(s) should not be declared free from the custody and control of their parents, pursuant to a hearing held in accordance with Welfare and Institutions Code Section 366.26. This hearing is for the purpose of terminating your parental rights forever and ordering that the minor be placed for adoption. You are hereby notified of the following provisions of Welfare and Institutions Code: Section 366.26(e) (2) provides that: "If you appear without counsel and are unable to afford counsel, the Court shall appoint counsel for you, unless such representation is knowingly and intelligently waived." Section 366.26 provides: "The Court may continue the proceeding for a period not to exceed 30 days as necessary to appoint you counsel, and to enable counsel to become acquainted with your case." Section 366.26(b) (1) provides: "At the hearing, the court shall do one of the following: (1) Permanently sever your parental rights and order that the child be placed for adoption; (2) Without permanently terminating your parental rights, appoint a legal guardian for the minor and issue letters of guardianship; or (3) Order that the minor be placed in long-term foster care, subject to the regular review of the juvenile court. Given under my hand and seal of the Superior Court of the County of Riverside, State of California, this 19th day of September, 2011. (SEAL) SHERRI CARTER, Officer Executive Superior Court of the State of California, In and for the County of Riverside.

By: Deputy PAMELA WALLS County Counsel Lilia Wilkinson Deputy County Counsel 9991 County Farm Road, Suite 113 Riverside, California, 92503 Telephone: 951-358-4125 Attorneys for the Petitioner Department of Public Social Services 10/26, 11/2, 9, 16

CITATION TO APPEAR

Case No. SWJ-009856 SUPERIOR COURT OF THE STATE OF CALIFORNIA COUNTY OF RIVERSIDE, JUVENILE DIVISION In re the Matter of: JACK FORREST WEBB JR. (dob: 06/14/01) SHY ANN TAYLEE WEBB (dob: 07/30/04) a Minor(s)

THE PEOPLE OF THE STATE OF CALIFORNIA TO: THE UNKNOWN FATHER, THE FATHER, BOBBI FIGGINS, AND ANYONE CLAIMING TO BE THE FATHER, OF THE ABOVE STATED MINORS;

By order of this Court you are hereby cited and required to appear before a Judge of the Superior Court, located at 30755-D Auld Road, Murrieta, California, on December 7, 2011, at 8:00 a.m., in Department S102, to show cause, if any, why the above-named minor(s) should not be declared free from the custody and control of their parents

County of Riverside. By: Deputy PAMELA WALLS County Counsel KRISTINE BELL-VALDEZ Deputy County Counsel 30755-D Auld Road, Murrieta, California 92563 Telephone: 951-304-5757 Attorneys for the Petitioner Department of Public Social Services 10/12, 19, 26, 11/2

NOTICE OF LIEN SALE

StorQuest Self Storage - Corona

Notice is hereby given pursuant to California Business and Professional Codes #21700-21716, Section 2328 of the UCC of the Penal Code, Section 535 the undersigned, StorQuest Self Storage, will sell at public sale by competitive bidding the personal property of:

Unit Name

A129 Kathrine Thurman

A206 Karina Lopez

B014 Patricia Bruce

B046 Christopher Escalera

C039 Ailia Peterson

D121 Sean Dowling

Property to be sold: Miscellaneous household goods, furniture, clothes, toys, tools, boxes and contents. Auctioneer Company: West Coast Auctions (760) 724-0423 License# WLI-137857 The Sale will commence at exactly 10:30 a.m. on November 21, 2011 on the property where said property has been stored and which are located at the StorQuest Self Storage - Corona, 3915 Green River Road, Corona, CA 92680. Goods must be paid for in cash and removed at time of sale. Sale is subject to cancellation in the event of settlement between owner and obligated party. 11/2, 9

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THE FOLLOWING VEHICLES IN ACCORDANCE WITH CIVIL CODE SECTION 3071 LIEN SALE FOR VEHICLE/VESSEL VALUE OVER \$4000 OR FROM SELF STORAGE FACILITY WILL BE SOLD AT PUBLIC AUCTION BY NORCO RV RENTAL & STORAGE, 1650 3RD ST., NORCO, CA 92860 AT 10:00 AM ON WEDNESDAY THE 16TH DAY OF NOVEMBER 2011 1950 CHEVY LIC# (2EHN425) VIN# (HAM155769) TOTAL = \$1795.00 STORAGE, LIEN COST 11/2

NOTICE TO CONTRACTORS

State of California

Business, Transportation and Housing Agency

Department of Transportation

Sealed bids for the following project will be received by the Department of Transportation, 3347 Michelson Dr., #100, Irvine, CA 92612-1692, until 2:00 pm on 11/7/2011 at which time they will be publicly opened and read in Room C-1116. Bids are required for the entire contract. Bid documents may be ordered by calling (916) 654-4490 or by fax at (916) 654-7028. Visit our website at http://www.dot.ca.gov/hq/esc/oe/weekly_ads/index.php

Contract No. 08-0P8004: In Riverside County In Riverside, Corona And Murrieta From 0.3 Mile North Of Rainbow Valley Blvd Overcrossing To 0.7 Mile North Of Bellegrove Ave. Replace Various Slabs. The Contractor must have either a Class A or C-12 license. 08-Riv-15-8.0/50.0 * 130 Working Days * 3% DVBE Requirement * Estimate: \$1,510,000 11/2, 9

Notice of Public Lien Sale

Business & Professions Code 21700 et seq.

Notice is hereby given by the undersigned that a public lien sale of the following described personal property will be held at the hour of 10:00 AM, on the 16th day of November, at 313 S. Riverside Avenue, Rialto, CA, 92376, County of San Bernardino, State of California. This property is stored by A Storage Place-Rialto, located at 313 S. Riverside Ave., Rialto, CA 92376.

Name Space No. General Description of Goods

Peal Aldapa C315 Home

Veronica Montanez C129 Sofa,house goods, plc ect

Sonia J Pena A054 Bed-house stuff

Amber C Wilkinson C020 Household goods

Felicia Clark C022 Household stuff

Yolanda Watson C101 Bed,boxes

Tyrone C Provost C531 Couch,boxes,table

This notice is given in accordance with the provisions of Section 21700 et seq. of the Business and Professions Code of the State of California. Auctioneer's name and #: American Auctioneers Lic # B1a6401723 Phone: (909) 874-9430 Dated 10/26/11 By (signed) Natalie Barker 11/2,9

NOTICE OF PUBLIC SCOPING MEETING

San Geronimo Pass Campus Master Plan Project

PROJECT TITLE:

PROJECT LOCATION:

3144 W. Westward Avenue In the City of Banning, County of Riverside, California.

LEAD AGENCY:

Mt. San Jacinto Community College District

1499 North State Street

San Jacinto, CA 92583

As the Lead Agency under the California Environmental Quality Act (CEQA) for the proposed project, the Mt. San Jacinto Community College District has prepared an Initial Study and has determined that preparation of an Environmental Impact Report (EIR) is necessary. Interested public agencies, individuals and groups are invited to comment on the scope of the EIR.

Project Summary

The District is proposing a Master Planned Community College. The new campus would provide core academic courses such as math, science and writing that allow students to transfer to four-year colleges and universities. The campus would also provide job training specifically tailored to give students the skills to compete for current jobs that are in demand in the San Geronimo Pass area. Job training programs would focus on healthcare, business administration, law enforcement, criminal justice and computer technology. The Campus would accommodate approximately 150 to 200 staff, and 5,000 students at full build-out. Daytime classes typically would be scheduled between 8 a.m. and 2 p.m., and nighttime classes between 5 p.m. and 10 p.m. The Campus would consist of low profile (one and two-story structures) classroom and administration buildings, and staff, student, and visitor parking facilities.

Public Scoping Meeting:

The Public Scoping Meeting will be held on November 9, 2011 at 5:30 p.m. at the San Geronimo Pass Campus located at 3144 W. Westward Avenue, Banning, CA, 92220 to provide information regarding the proposal and to discuss potential environmental impacts associated with the development of the proposed project. The Notice of Preparation (NOP) and Initial Study was forwarded to responsible public agencies as well as interested parties requesting to receive copies on September 14, 2011. Copies of the Initial Study are available for review on the District's website at <http://www.msjc.edu/>.

Lead Agency Contact:

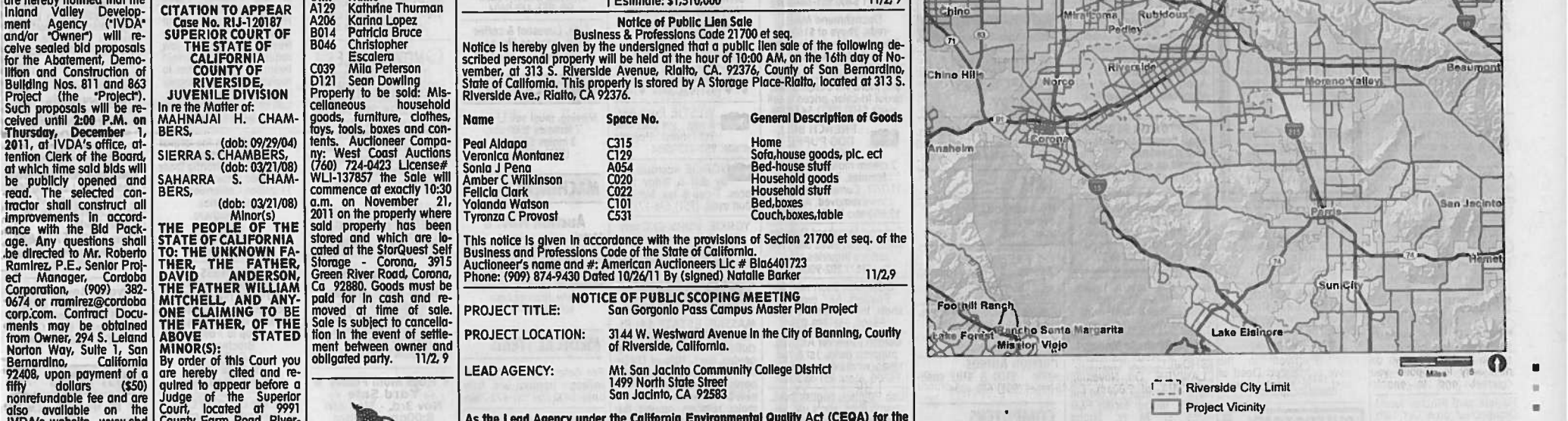
Questions regarding the Scoping Meeting or CEQA process can be directed to:

Ms. Becky Elam, Vice President of Business Services

1499 North State Street, San Jacinto, CA 92583

(951) 487-3011

belam@msjc.edu 11/2



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CRYSTAL VIEW TERRACE GREEN ORCHARD PLACE OVERLOOK PARKWAY

ENVIRONMENTAL IMPACT REPORT

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

TO: See attached list FROM LEAD AGENCY: City of Riverside Community Development/Planning Diane Jenkins, AICP 3900 Main Street Riverside, CA 92522

DATE: November 2, 2011

SUBJECT: Amended Notice of Preparation of a Draft Environmental Report (EIR)

On February 9, 2011, the City of Riverside Issued a Notice of Preparation for this same project with a comment period that ended on March 25, 2011. The project has remained the same except the level of analysis for Scenario 4 has changed from a Programmatic level analysis to a Project level analysis as noted below.

The City of Riverside will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. The EIR will include a project-level environmental analysis of four project scenarios. The City needs to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our Agency when considering your permit or other approval for the project.

The project description, location and the potential environmental effects are contained in the attached materials. A copy of regional and local vicinity maps and other related plans are attached.

Due to time limits mandated by State law, your response must be sent by December 1, 2011.

Please send your response to Diane Jenkins, AICP, Principal Planner, at the address shown above. We will need the name and contact person in your agency. If you have any questions, please contact Diane Jenkins at (951) 826-5625 DJ.Jenkins@riversideca.gov.

PROJECT TITLE: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

PROJECT APPLICANT: City of Riverside

PROJECT DESCRIPTION:

The City of Riverside Planning Division will prepare an EIR that will analyze the impacts of the potential scenarios listed below, including analyzing, among others, traffic circulation patterns, air quality, global warming/greenhouse gases, noise, biological resources, historical/cultural resources, agricultural resources, and paleontological resources. The Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (proposed project) involves the local roadway system in the eastern portion of the City of Riverside and southeast of Interstate 91 (I-91) (see Figure 1, Regional Location and Figure 2, Project Area on an Aerial Photograph).

The proposed project involves the analysis of all four (4) scenarios as follows:

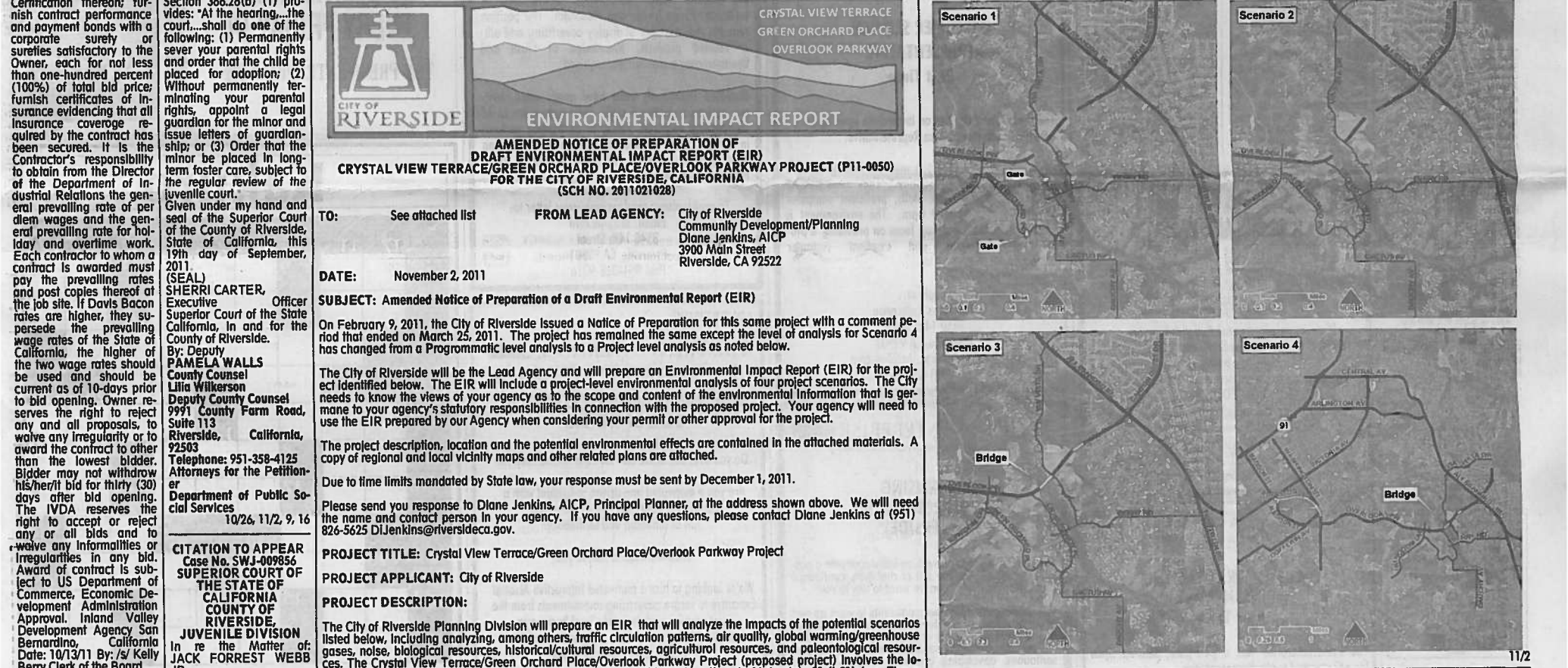
Scenario 1 - Gates closed to through traffic, no connection of Overlook Parkway: Under Scenario 1, both Crystal View Terrace and Green Orchard Place gates would remain in place and be closed until Overlook Parkway over the Alessandro Arroyo is connected.

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

Scenario 3 - Gates removed, Overlook Parkway connected: Under Scenario 3, the gates at Crystal View Terrace and Green Orchard Place would be removed and Overlook Parkway would be connected over the Alessandro Arroyo. This scenario would require a General Plan amendment to remove policies addressing the potential connection route between Washington Street and State Route 91 prior to completing Overlook Parkway across the arroyo.

Scenario 4 - Gates removed, Overlook Parkway connected, and Overlook Parkway extended westerly: Under Scenario 4, both Crystal View Terrace and Green Orchard Place gates would be removed and Overlook Parkway would be connected over the Alessandro Arroyo. In addition, Overlook Parkway would be extended west of Washington Street to provide a connection to SR 91.

All four of these scenarios will be analyzed at a project-level in the EIR. By addressing all four scenarios in an ap-



October 31, 2011

NOTICE INVITING SEALED BIDS

INVITATION FOR BIDS (IFB) C12098

"State Route 210 Segment 10

Landscaping Improvements"

The San Bernardino Associated Governments, (hereinafter referred to as "Authority") invites sealed bids for construction of the SR 210 Segment 10 Landscape Improvement project, hereinafter referred to as "Project". Sealed bids shall be submitted at or before 11:00 a.m. (Pacific Time) on November 22, 2011. Bids are to be delivered to:

San Bernardino Associated Governments

1170 West 3rd Street, Second Floor

San Bernardino, CA 92410

Attention: Mr. Garry Cohoe,

Director of Project Delivery

Bids received after the date and time specified above will be rejected by the Authority and returned to the Bidder unopened. Bids will be publicly opened and read aloud on November 22, 2011 at approximately 11:00 a.m. (Pacific Time).

General description of work:

The work involves construction of landscape improvements including trees, shrubs, groundcover plantings, wildflower hydroseeding, mulch, and rock blanket. Work also includes installation of irrigation systems consisting

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NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN of the intention of the Board of Education of the Corona-Norco Unified School District ("CNUSD") to hold a public hearing upon the subject of CNUSD's needs, future growth, facility needs, sources of revenue available to construct such facilities, the adoption of a school facilities needs analysis pursuant to Government Code Section 65995.6, and the levy of fees on residential development projects for the purpose of funding the construction or recon-

age. Any questions shall be directed to Mr. Roberto Ramirez, P.E., Senior Project Manager, Cordoba Corporation, (909) 382-0674 or ramirez@cordoba.com. Contract Documents may be obtained from Owner, 294 S. Leland Norton Way, Suite 1, San Bernardino, California 92408, upon payment of a fifty dollar (\$50) non-refundable fee and are also available on the IVDA's website, www.sbd.airport.com. Make all checks payable to "Inland Valley Development Agency." All information, addendums, and notices regarding this Project will be posted to the agency website. It is the sole responsibility of all prospective respondents to check the website for any pertinent information that may be issued. A NON-mandatory pre-bid meeting shall be held at 10:00 A.M. on Tuesday, November 8, 2011, at the Board Room at 225 Del Corral, San Bernardino, California 92408. Each proposal must be accompanied by a certified or cashier's check or bid bond for five percent (5%) of maximum amount(s) bid. Said check shall be made payable to the Inland Valley Development Agency and when delivered with a proposal, shall constitute a guaranty that bidder will, if an award is made to him/her/it in accordance with the terms of said bidder's proposal: execute a contract on the Owner's standard form, together with Labor Code Certification thereon; furnish contract performance and payment bonds with a corporate surety or sureties satisfactory to the Owner, each for not less than one-hundred percent (100%) of total bid price; furnish certificates of insurance evidencing that all insurance coverage required by the contract has been secured. It is the Contractor's responsibility to obtain from the Director of the Department of Industrial Relations the general prevailing rate of per diem wages and the general prevailing rate for holiday and overtime work. Each contractor to whom a contract is awarded must pay the prevailing rates and post copies thereof at the job site. If Davis Bacon rates are higher, they supersede the prevailing wage rates of the State of California, the higher of the two wage rates should be used and should be current as of 10-days prior to bid opening. Owner reserves the right to reject any and all proposals, to waive any irregularity or to award the contract to other than the lowest bidder. Bidder may not withdraw his/her/it bid for thirty (30) days after bid opening. The IVDA reserves the right to accept or reject any or all bids and to waive any informalities or irregularities in any bid. Award of contract is subject to US Department of Commerce, Economic Development Administration Approval. Inland Valley Development Agency, San Bernardino, California Date: 10/13/11 By: /s/ Kelly Berry Clerk of the Board 10/19, 10/26, 11/2, 11/9, 11/16/11 CNS-2191719# THE PRESS ENTERPRISE

CITATION TO APPEAR
Case No. RJ-107644
SUPERIOR COURT OF THE STATE OF CALIFORNIA COUNTY OF RIVERSIDE, JUVENILE DIVISION
In re the Matter of: JOSHUA IRVIN, (dob: 07/21/11) Minor(s)

THE PEOPLE OF THE STATE OF CALIFORNIA TO: THE UNKNOWN FATHER, AND ANYONE CLAIMING TO BE THE FATHER, OF THE ABOVE STATED MINOR(S):
By order of this Court you are hereby cited and required to appear before a Judge of the Superior Court, located at 9991 County Farm Road, Riverside, California, on December 29, 2011, at 8:00 a.m. In Department J-4, to show cause, if any, why the above-named minor should not be declared free from the custody and control of her parents, pursuant to a hearing held in accordance with Welfare and Institutions Code Section 366.26. This hearing is for the purpose of terminating your parental rights forever and ordering that the minor be placed for adoption.

You are hereby notified of the following provisions of Welfare and Institutions Code: Section 366.26(e) (2) provides that: "If you appear without counsel and are unable to afford counsel, the Court shall appoint counsel for you, unless such representation is knowingly and intelligently waived." Section 366.26 provides: "The Court may continue the proceeding for a period not to exceed 30 days as necessary to appoint you counsel, and to enable counsel to become acquainted with your case." Section 366.26(b) (1) provides: "At the hearing...the court...shall do one of the following: (1) Permanently sever your parental rights and order that the child be placed for adoption; (2) Without permanently terminating your parental rights, appoint a legal guardian for the minor and issue letters of guardianship; or (3) Order that the minor be placed in long-

STATE OF CALIFORNIA TO: THE UNKNOWN FATHER, THE FATHER, DAVID ANDERSON, THE FATHER WILLIAM MITCHELL, AND ANYONE CLAIMING TO BE THE FATHER, OF THE ABOVE STATED MINOR(S):
By order of this Court you are hereby cited and required to appear before a Judge of the Superior Court, located at 9991 County Farm Road, Riverside, California, on December 29, 2011, at 8:00 a.m. In Department J-4, to show cause, if any, why the above-named minor(s) should not be declared free from the custody and control of their parents, pursuant to a hearing held in accordance with Welfare and Institutions Code Section 366.26. This hearing is for the purpose of terminating your parental rights forever and ordering that the minor be placed for adoption.

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CITATION TO APPEAR
Case No. SWJ-009856
SUPERIOR COURT OF THE STATE OF CALIFORNIA COUNTY OF RIVERSIDE, JUVENILE DIVISION
In re the Matter of: JACK FORREST WEBB JR. (dob: 06/14/01) SHY ANN TAYLEE WEBB (dob: 07/30/04) a Minor(s)

THE PEOPLE OF THE STATE OF CALIFORNIA TO: THE UNKNOWN FATHER, THE FATHER, BOBBI FIGGINS, AND ANYONE CLAIMING TO BE THE FATHER, OF THE ABOVE STATED MINORS:
By order of this Court you are hereby cited and required to appear before a Judge of the Superior Court, located at 30755-D Auld Road, Murietta, California, on December 7, 2011, at 8:00 a.m. In Department J-4, to show cause, if any, why the above-named minor(s) should not be declared free from the custody and control of their parents, pursuant to a hearing held in accordance with Welfare and Institutions Code Section 366.26. This hearing is for the purpose of terminating your parental rights forever and ordering that the minor be placed for adoption.

You are hereby notified of the following provisions of Welfare and Institutions Code: Section 366.26(e) (2) provides that: "If you appear without counsel and are unable to afford counsel, the Court shall appoint counsel for you, unless such representation is knowingly and intelligently waived." Section 366.26 provides: "The Court may continue the proceeding for a period not to exceed 30 days as necessary to appoint you counsel, and to enable counsel to become acquainted with your case." Section 366.26(b) (1) provides: "At the hearing...the court...shall do one of the following: (1) Permanently sever your parental rights and order that the child be placed for adoption; (2) Without permanently terminating your parental rights, appoint a legal guardian for the minor and issue letters of guardianship; or (3) Order that the minor be placed in long-

stored and which are located at the StorQuest Self Storage - Corona, 3915 Green River Road, Corona, Ca 92880. Goods must be paid for in cash and removed at time of sale. Sale is subject to cancellation in the event of settlement between owner and obligated party. 11/2, 9


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

TO: See attached list
FROM LEAD AGENCY: City of Riverside Community Development/Planning Diane Jenkins, AICP 3900 Main Street Riverside, CA 92522
DATE: November 2, 2011
SUBJECT: Amended Notice of Preparation of a Draft Environmental Report (EIR)

On February 9, 2011, the City of Riverside issued a Notice of Preparation for this same project with a comment period that ended on March 25, 2011. The project has remained the same except the level of analysis for Scenario 4 has changed from a Programmatic level analysis to a Project level analysis as noted below.

The City of Riverside will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. The EIR will include a project-level environmental analysis of four project scenarios. The City needs to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our Agency when considering your permit or other approval for the project.

The project description, location and the potential environmental effects are contained in the attached materials. A copy of regional and local vicinity maps and other related plans are attached.

Due to time limits mandated by State law, your response must be sent by December 1, 2011.

Please send your response to Diane Jenkins, AICP, Principal Planner, at the address shown above. We will need the name and contact person in your agency. If you have any questions, please contact Diane Jenkins at (951) 826-5625 Djenkins@riversideca.gov.

PROJECT TITLE: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project
PROJECT APPLICANT: City of Riverside
PROJECT DESCRIPTION:
The City of Riverside Planning Division will prepare an EIR that will analyze the impacts of the potential scenarios listed below, including analyzing, among others, traffic circulation patterns, air quality, global warming/greenhouse gases, noise, biological resources, historical/cultural resources, agricultural resources, and paleontological resources. The Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (proposed project) involves the local roadway system in the eastern portion of the City of Riverside and southeast of Interstate 91 (I-91) (see Figure 1, Regional Location and Figure 2, Project Area on an Aerial Photograph).

The proposed project involves the analysis of all four (4) scenarios as follows:

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

All four of these scenarios will be analyzed at a project-level in the EIR. By addressing all four scenarios in an approximately equal level of detail, decision makers will have sufficient information in the EIR necessary to select a preferred scenario. The discretionary actions associated with the proposed project include: approval of one of the scenarios described for the proposed project and certification of the EIR. In addition, for Scenarios 2 and 3 the City would be required to approve an amendment to the General Plan 2025 to modify and/or delete one or more of the policies in the General Plan 2025. Scenario 2 also requires revisions to conditions and/or mitigation measures for Tract Maps TM-29515 and TM-29628 and if selected this document will serve as the additional CEQA analysis required for these maps.

PROJECT SETTING/ISSUES OF CONCERN:

Crystal View Terrace, Green Orchard Place, and Overlook Parkway are located south of I-91 and west of Interstate 215 in the eastern portion of the City of Riverside. The local roadways are in an area developed primarily with residential uses in the Alessandra 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. The project area includes an open space area for the Alessandra Arroyo that is west of Sycamore Canyon Wildemess Park. The project area is also located southeast of Victoria Avenue, a historic corridor and scenic parkway. Victoria Avenue is designated on the National Register and as Cultural Heritage Landmark No. 8 for the City.

As the proposed project involves local roadways, additional detail is provided below:

- Overlook Parkway is included as an east-west arterial from Washington Street to Alessandra Boulevard in the General Plan 2025; however, Overlook Parkway is not connected over the Alessandra Arroyo, approximately 500 feet between Crystal View Terrace and Via Vista Drive, and between Via Vista Drive and approximately 500 feet west of Sandracket Road.
- Overlook Parkway does not extend west past Washington Street; therefore, a direct connection to SR-91 does not exist from Overlook Parkway.
- Crystal View Terrace is a local road and Green Orchard Place is a collector road that connects to Overlook Parkway, an arterial road and Kingdom Drive, a collector road, respectively. In connection with the approval of two separate tract maps, gates of Crystal View Terrace and Green Orchard Place were installed to address cut-through traffic until Overlook Parkway was completed across the Alessandra 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 feet south of Kingdom Drive. The gates were installed as mitigation for two previously approved tract maps but designed to allow emergency vehicle access. The current EIR is being undertaken to determine whether the mitigation measures in the prior CEQA documents for the two tracts are still necessary or can be modified.

As lead agency, the City conducted a preliminary review of the proposed project and decided that a EIR would be required. For the proposed project, issues of concern include potentially significant impacts to Land Use/Neighborhood Character, Traffic/Circulation, Air Quality, Global Warming/Greenhouse Gases, Noise, Biological Resources, Historical/Cultural Resources, Agricultural Resources, and Paleontological Resources. These issues, and others, will be addressed in the forthcoming draft EIR.

All comments received on the previous Notice of Preparation are still on file and are part of the Environmental Impact Report record. If you do not have anything new to add to your previous comments there is no need to resubmit your comments.

SIGNATURE: S/ Diane Jenkins
Diane Jenkins, AICP, Principal Planner
TELEPHONE: (951) 826-5625
DATE: November 2, 2011
ATTACHMENTS:
1. Figure 1: Regional Location
2. Figure 2: Project Area on an Aerial Photograph

This notice is given in accordance with the provisions of Section 21700 et seq. of the Business and Professions Code of the State of California.
Auctioneer's name and #: American Auctioneers Lic # B1a6401723
Phone: (909) 874-9430 Dated 10/26/11 By (signed) Natalie Barker 11/2,9

NOTICE OF PUBLIC SCOPING MEETING
PROJECT TITLE: San Geronio Pass Campus Master Plan Project
PROJECT LOCATION: 3144 W. Westward Avenue In the City of Banning, Courly of Riverside, California.
LEAD AGENCY: Mt. San Jacinto Community College District
1499 North State Street
San Jacinto, CA 92583

As the Lead Agency under the California Environmental Quality Act (CEQA) for the proposed project, the Mt. San Jacinto Community College District has prepared an Initial Study and has determined that preparation of an Environmental Impact Report (EIR) is necessary. Interested public agencies, individuals and groups are invited to comment on the scope of the EIR.

Project Summary

The District is proposing a Master Planned Community College. The new campus would provide core academic courses such as math, science and writing that allow students to transfer to four-year colleges and universities. The campus would also provide job training specifically tailored to give students the skills to compete for current jobs that are in demand in the San Geronio Pass area. Job training programs would focus on healthcare, business administration, law enforcement, criminal justice and computer technology. The Campus would accommodate approximately 150 to 200 staff, and 5,000 students at full build-out. Daytime classes typically would be scheduled between 8 a.m. and 2 p.m., and nighttime classes between 5 p.m. and 10 p.m. The Campus would consist of low profile (one and two-story structures) classroom and administration buildings, and staff, student, and visitor parking facilities.

Public Scoping Meeting:

The Public Scoping Meeting will be held on November 9, 2011 at 5:30 p.m. at the San Geronio Pass Campus located at 3144 W. Westward Avenue, Banning, CA, 92220 to provide information regarding the proposal and to discuss potential environmental impacts associated with the development of the proposed project. The Notice of Preparation (NOP) and Initial Study was forwarded to responsible public agencies as well as interested parties requesting to receive copies on September 14, 2011. Copies of the Initial Study are available for review on the District's website at <http://www.msjc.edu/>.

Lead Agency Contact:

Questions regarding the Scoping Meeting or CEQA process can be directed to:
Ms. Becky Elam, Vice President of Business Services
1499 North State Street, San Jacinto, CA 92583
(951) 487-3011
belam@msjc.edu 11/2

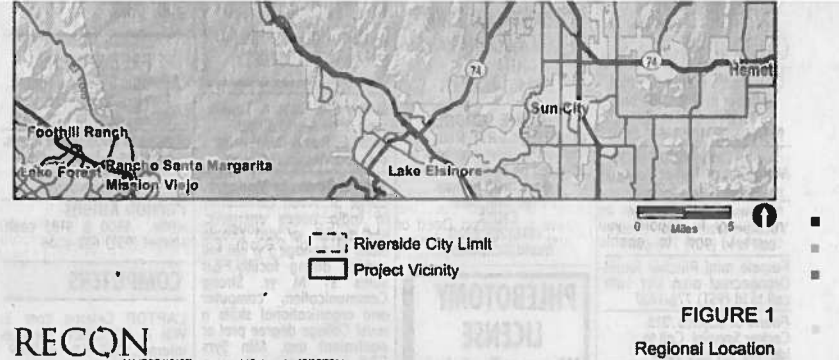
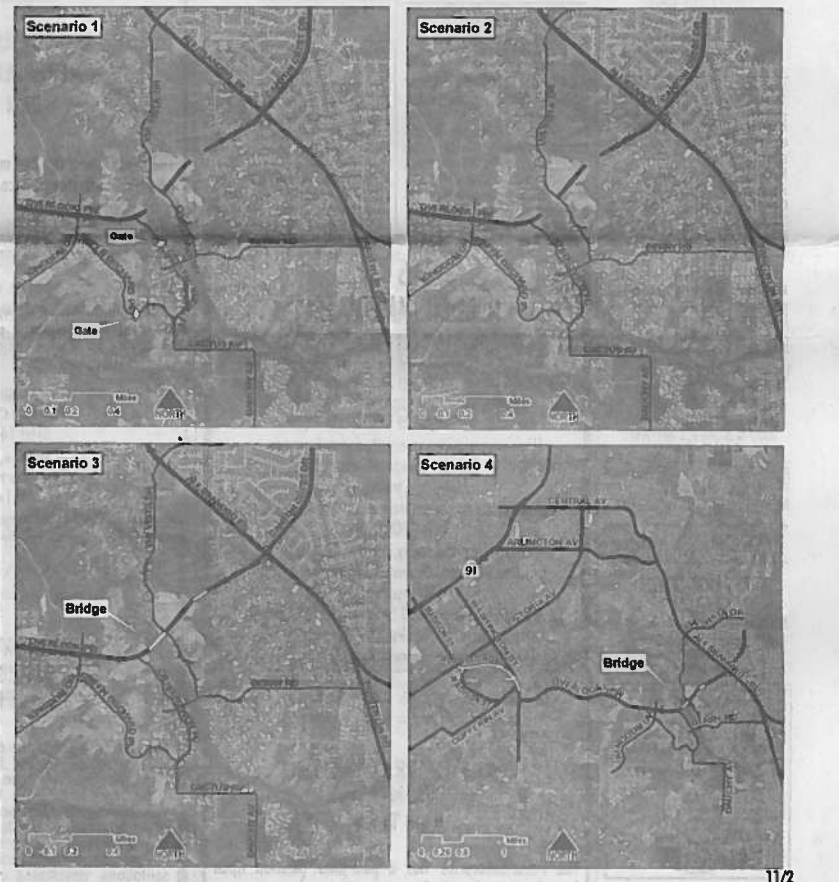
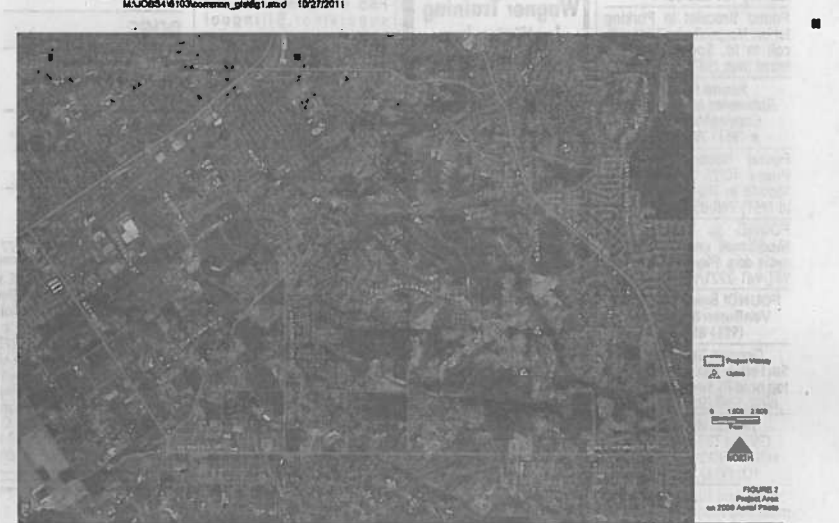



FIGURE 1
Regional Location

RECON



October 31, 2011
NOTICE INVITING SEALED BIDS
INVITATION FOR BIDS (IFB) C12098
"State Route 210 Segment 10 Landscaping Improvements"
The San Bernardino Associated Governments, (hereinafter referred to as "Authority") invites sealed bids for construction of the SR 210 Segment 10 Landscape Improvement project, hereinafter referred to as "Project". Sealed bids shall be submitted at or before 11:00 a.m. (Pacific Time) on November 22, 2011. Bids are to be delivered to:
San Bernardino Associated Governments
1170 West 3rd Street, Second Floor
San Bernardino, CA 92410
Attention: Mr. Garry Cohoe, Director of Project Delivery
Bids received after the date and time specified above will be rejected by the Authority and returned to the Bidder unopened. Bids will be publicly opened and read aloud on November 22, 2011 at approximately 11:00 a.m. (Pacific Time).
General description of work:
The work involves construction of landscape improvements including trees, shrubs, groundcover plantings, wildflower hydroseeding, mulch, and rock blanket. Work also includes installation of irrigation systems consisting of irrigation controllers, remote control valves, backflow preventer assemblies, irrigation pipes and supply lines, water meter and other miscellaneous appurtenances, and modification of existing electrical and communication systems.
This is a Federal-aid project. The contract to be awarded is financed in part by the U.S. Department of Transportation (US DOT). Bidders are required to certify that they meet all federal requirements identified in this IFB, including but not limited to all applicable equal opportunity laws and regulations.
This project is subject to Title 49, Part 26, Code of Federal Regulations (CFR) entitled "Participation of Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs (herein referred to as Regulations). The Regulations in their entirety are incorporated into this IFB by this reference. Bidders are to be fully informed respecting the DBE/UDBE requirements and the Regulations. As required under the Regulations, the Authority has established a UDBE contract goal of 1.0% for this Project. Award of this contract is subject to receipt of federal, state or local monies. By order of the Governing Board of the San Bernardino Associated Governments
Dated: October 5, 2011
Garry Cohoe
Director of Project Delivery
Date of Advertisement: October 31, 2011 and November 7, 2011 11/2, 7

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Find your next pet on our Marketplace page online. Visit www.pe.com
Decluttering? Place an ad to sell your items by calling 1-800-514-7253.

NOTICE OF PUBLIC HEARING
NOTICE IS HEREBY GIVEN of the intention of the Board of Education of the Corona-Norco Unified School District ("CNUSD") to hold a public hearing upon the subject of CNUSD's needs, future growth, facility needs, sources of revenue available to construct such facilities, the adoption of a school facilities needs analysis pursuant to Government Code Section 65995.6, and the levy of fees on residential development projects for the purpose of funding construction or reconstruction of school facilities within the boundaries of CNUSD, pursuant to Government Code Sections 65995.5 and 65995.6. The date, time and place for the hearing is Tuesday, December 6, 2011, at 6:30 p.m. at the Board Room of CNUSD, located at 2820 Clark Avenue, Norco, California, 92860-1903, and at such time the comments of all interested persons concerning CNUSD's needs, future growth, facility needs, sources of revenue available to construct such facilities, the adoption of a school facilities needs analysis pursuant to Government Code Section 65995.6, and the levy of fees on residential development projects for the purpose of funding the construction or reconstruction of school facilities within the boundaries of the CNUSD pursuant to Government Code Sections 65995.5 and 65995.6 will be heard. Information concerning this matter, including the proposed school facilities needs analysis, is available for public review and comment at the Facilities Department of the CNUSD, located at 2820 Clark Avenue, Norco, California, 92860-1903, during regular business hours.

Dated: November 4, 2011
Ted E. Rozzi
Assistant Superintendent
Corona-Norco Unified School District 11/2
Notice to Bidders
Purchase Human Patient Simulators and Related Equipment
Bid Number 2011/12-13
Riverside Community College District (RCCD) is inviting sealed bids for the purchase of Human Patient Simulators and Related Equipment for the Riverside City College Nursing and Science Building. Bidders are encouraged to provide competitive pricing, including all possible educational, quantity and available discounts.
To obtain the specifications and bid package you may contact the Purchasing Manager at Riverside Community College District, 951-222-8444 or email majd.askar@ccd.edu.
The original bid proposal form must be submitted in a sealed envelope/package addressed to: Riverside Community College District, Purchasing Office-North Hall, 4800 Magnolia Ave, Riverside, CA 92506-1299. Personal delivery address is RCCD, Purchasing Office, North Hall, 3617 Saunders Street, Riverside, CA 92506. Envelopes must be clearly marked with the bid name and number. All Bids must be time stamped by the Purchasing time clock NO LATER THAN 2:00 PM ON NOVEMBER 21, 2012. Bidders are responsible for ensuring that the bid is received by the District prior to the date and time specified and at the place specified. Postmarks will not be honored. Shortly after, a public bid opening will take place at the Riverside City College Purchasing Office, North Hall Conference Room, 3617 Saunders Street, Riverside, CA 92506. For those planning to attend the bid opening, metered parking is available in the parking structure off Magnolia Avenue.
The District reserves the right to negotiate terms and conditions of the bid, as necessary, to reject any or all bids, to increase/decrease quantities, and to waive any irregularities or informalities in the bid or bid process.
by: James L. Buysse, Vice Chancellor, Administration & Finance 11/2, 9



Edmund G. Brown Jr.
Governor

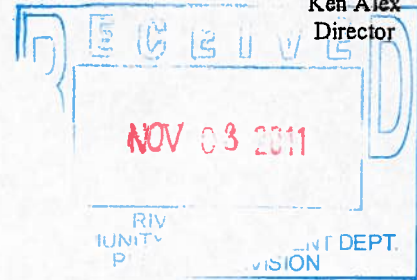
STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

Notice of Preparation

November 1, 2011



To: Reviewing Agencies

Re: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project
SCH# 2011021028

Attached for your review and comment is the Notice of Preparation (NOP) for the Crystal View Terrace/Green Orchard Place/Overlook Parkway Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Diane Jenkins
City of Riverside
3900 Main Street, 3rd Floor
Riverside, CA 92522

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2011021028
Project Title Crystal View Terrace/Green Orchard Place/Overlook Parkway Project
Lead Agency Riverside, City of

Type NOP Notice of Preparation
Description The Crystal View Terrace/Green Orchard Place/Overlook Parkway Project involves the local roadway system in the eastern portion of the City of Riverside and southeast of Interstate 91. (I-91)

Lead Agency Contact

Name Diane Jenkins
Agency City of Riverside
Phone 951 826-5625 **Fax**
email
Address 3900 Main Street, 3rd Floor
City Riverside **State** CA **Zip** 92522

Project Location

County Riverside
City Riverside
Region
Cross Streets Crystal View Terrace/Green Orchard Place/Overlook Parkway/Kingdom Dr/Victoria/Washington
Lat / Long 33° 55' 59.6922" N / 117° 22' 5.9412" W
Parcel No. Roadways
Township 3S **Range** 5W **Section** S2 **Base** San Bern

Proximity to:

Highways SR 91
Airports Riverside Municipal, March Air R
Railways Union Pacific/Atchison, Topeka &
Waterways Riverside Canal/Gage Canal
Schools many
Land Use Roadways/N/A/N/A Surrounded by RC-Residential Conservation, R-1-1 1/2 Acre, R-1-10500 Zoning and Open Space Natural Resources/Hillside Residential/Low Density Residential General Plan

Project Issues Aesthetic/Visual; Archaeologic-Historic; Air Quality; Agricultural Land; Biological Resources; Noise; Soil Erosion/Compaction/Grading; Traffic/Circulation; Water Quality; Toxic/Hazardous; Wildlife; Wetland/Riparian; Landuse; Cumulative Effects

Reviewing Agencies San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy; Department of Parks and Recreation; Office of Historic Preservation; Department of Water Resources; Department of Fish and Game, Region 6; California Highway Patrol; Native American Heritage Commission; Caltrans, District 8; Air Resources Board, Transportation Projects; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 8

Date Received 11/01/2011 **Start of Review** 11/01/2011 **End of Review** 11/30/2011

Resources Agency

- ☒ **Resources Agency**
Nadell Gayou
- ☐ **Dept. of Boating & Waterways**
Nicole Wong
- ☐ **California Coastal Commission**
Elizabeth A. Fuchs
- ☐ **Colorado River Board**
Gerald R. Zimmerman
- ☐ **Dept. of Conservation**
Elizabeth Carpenter
- ☐ **California Energy Commission**
Eric Knight
- ☐ **Cal Fire**
Allen Robertson
- ☐ **Central Valley Flood Protection Board**
James Herota
- ☒ **Office of Historic Preservation**
Ron Parsons
- ☒ **Dept of Parks & Recreation**
Environmental Stewardship Section
- ☐ **California Department of Resources, Recycling & Recovery**
Sue O'Leary
- ☐ **S.F. Bay Conservation & Dev't. Comm.**
Steve McAdam
- ☒ **Dept. of Water Resources Resources Agency**
Nadell Gayou

Fish and Game

- ☐ **Depart. of Fish & Game**
Scott Flint
Environmental Services Division
- ☐ **Fish & Game Region 1**
Donald Koch

- ☐ **Fish & Game Region 1E**
Laurie Harnsberger
- ☐ **Fish & Game Region 2**
Jeff Drongesen
- ☐ **Fish & Game Region 3**
Charles Armor
- ☐ **Fish & Game Region 4**
Julie Vance
- ☐ **Fish & Game Region 5**
Leslie Newton-Reed
Habitat Conservation Program
- ☒ **Fish & Game Region 6**
Gabrina Gatchel
Habitat Conservation Program
- ☐ **Fish & Game Region 6 I/M**
Brad Henderson
Inyo/Mono, Habitat Conservation Program
- ☐ **Dept. of Fish & Game M**
George Isaac
Marine Region

Other Departments

- ☐ **Food & Agriculture**
Sandra Schubert
Dept. of Food and Agriculture
- ☐ **Depart. of General Services**
Public School Construction
- ☐ **Dept. of General Services**
Anna Garbeff
Environmental Services Section
- ☐ **Dept. of Public Health**
Bridgette Binning
Dept. of Health/Drinking Water
- ☐ **Delta Stewardship Council**
Terry Macaulay

Independent Commissions, Boards

- ☐ **Delta Protection Commission**
Linda Flack
- ☐ **Cal EMA (Emergency Management Agency)**
Dennis Castrillo

- ☒ **Native American Heritage Comm.**
Debbie Treadway
- ☐ **Public Utilities Commission**
Leo Wong
- ☐ **Santa Monica Bay Restoration**
Guangyu Wang
- ☐ **State Lands Commission**
Jennifer Deleong
- ☐ **Tahoe Regional Planning Agency (TRPA)**
Cherry Jacques

Business, Trans & Housing

- ☐ **Caltrans - Division of Aeronautics**
Philip Crimmins
- ☐ **Caltrans - Planning**
Terri Pencovic
- ☒ **California Highway Patrol**
Suzann Ikeuchi
Office of Special Projects
- ☐ **Housing & Community Development**
CEQA Coordinator
Housing Policy Division

Dept. of Transportation

- ☐ **Caltrans, District 1**
Rex Jackman
- ☐ **Caltrans, District 2**
Marcelino Gonzalez
- ☐ **Caltrans, District 3**
Bruce de Terra
- ☐ **Caltrans, District 4**
Lisa Carboni
- ☐ **Caltrans, District 5**
David Murray
- ☐ **Caltrans, District 6**
Michael Navarro
- ☐ **Caltrans, District 7**
Elmer Alvarez

- ☒ **Caltrans, District 8**
Dan Kopulsky
- ☐ **Caltrans, District 9**
Gayle Rosander
- ☐ **Caltrans, District 10**
Tom Dumas
- ☐ **Caltrans, District 11**
Jacob Armstrong
- ☐ **Caltrans, District 12**
Marlon Regisford

Cal EPAAir Resources Board

- ☐ **Airport/Energy Projects**
Jim Lerner
- ☒ **Transportation Projects**
Douglas Ito
- ☐ **Industrial Projects**
Mike Tollstrup

- ☐ **State Water Resources Control Board**
Regional Programs Unit
Division of Financial Assistance

- ☐ **State Water Resources Control Board**
Student Intern, 401 Water Quality Certification Unit
Division of Water Quality

- ☐ **State Water Resources Control Board**
Phil Crader
Division of Water Rights

- ☒ **Dept. of Toxic Substances Control**
CEQA Tracking Center

- ☐ **Department of Pesticide Regulation**
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- ☐ **RWQCB 1**
Cathleen Hudson
North Coast Region (1)
- ☐ **RWQCB 2**
Environmental Document Coordinator
San Francisco Bay Region (2)
- ☐ **RWQCB 3**
Central Coast Region (3)
- ☐ **RWQCB 4**
Teresa Rodgers
Los Angeles Region (4)
- ☐ **RWQCB 5S**
Central Valley Region (5)
- ☐ **RWQCB 5F**
Central Valley Region (5)
Fresno Branch Office
- ☐ **RWQCB 5R**
Central Valley Region (5)
Redding Branch Office
- ☐ **RWQCB 6**
Lahontan Region (6)
- ☐ **RWQCB 6V**
Lahontan Region (6)
Victorville Branch Office
- ☐ **RWQCB 7**
Colorado River Basin Region (7)
- ☒ **RWQCB 8**
Santa Ana Region (8)
- ☐ **RWQCB 9**
San Diego Region (9)

☐ **Other** _____

☐ _____
Conservancy

NATIVE AMERICAN HERITAGE COMMISSION

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

November 8, 2011

Ms. Diane Jenkins, AICP, Principal Planner

City of Riverside Planning Department

3900 Main Street, 3rd Floor
Riverside, CA 92522



Re: SCH#2011021028 CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the "Crystal View Terrace/Green Orchard Place Overlook Parkway Project;" located in the Alta Cresta-Woodcrest areas of the City of Riverside of Riverside County, California

Dear Ms Jenkins:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604). The court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources, impacted by proposed projects including archaeological, places of religious significance to Native Americans and burial sites. The NAHC wishes to comment on the proposed project.

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

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC Sacred Lands File (SLF) search resulted as follows: **Native American cultural resources were not identified** within the project area identified. However, the absence of archaeological resources does not preclude their existence. . California Public Resources Code §§5097.94 (a) and 5097.96 authorize the NAHC to establish a Sacred Land Inventory to record Native American sacred sites and burial sites. These records are exempt from the provisions of the California Public Records Act pursuant to. California Government Code §6254 (r). The purpose of this code is to protect such sites from vandalism, theft and destruction.

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

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Special reference is made to the *Tribal Consultation* requirements of the California 2006 Senate Bill 1059: enabling legislation to the federal Energy Policy Act of 2005 (P.L. 109-58), mandates consultation with Native American tribes (both federally recognized and non federally recognized) where electrically transmission lines are proposed. This is codified in the California Public Resources Code, Chapter 4.3 and §25330 to Division 15.

Furthermore, pursuant to CA Public Resources Code § 5097.95, the NAHC requests that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

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

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

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be

followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'.

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

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

Sincerely,



Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

California Native American Contacts

Riverside County
November 8, 2011

Pala Band of Mission Indians
Tribal Historic Preservation Office/Shasta Gaugher
35008 PalaTemecula Road, PMB Luiseno
Pala , CA 92059 Cupeno
sgaugher@palatribe.com
(760) 891-3515

(760) 742-3189 Fax

Pechanga Band of Mission Indians
Paul Macarro, Cultural Resources Manager
P.O. Box 1477 Luiseno
Temecula , CA 92593
(951) 770-8100
pmacarro@pechanga-nsn.
gov
(951) 506-9491 Fax

Ramona Band of Cahuilla Mission Indians
Joseph Hamilton, Chairman
P.O. Box 391670 Cahuilla
Anza , CA 92539
admin@ramonatribes.com
(951) 763-4105
(951) 763-4325 Fax

San Manuel Band of Mission Indians
James Ramos, Chairperson
26569 Community Center Drive Serrano
Highland , CA 92346
(909) 864-8933
(909) 864-3724 - FAX
(909) 864-3370 Fax

Gabrielino/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Santa Rosa Band of Mission Indians
John Marcus, Chairman
P.O. Box 391820 Cahuilla
Anza , CA 92539
sestrada@
(951) 659-2700
(951) 659-2228 Fax

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net
(909) 262-9351 - cell

Morongo Band of Mission Indians
Michael Contreras, Cultural Heritage Prog.
12700 Pumarra Road Cahuilla
Banning , CA 92220 Serrano
(951) 201-1866 - cell
mcontreras@morongo-nsn.
gov
(951) 922-0105 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2011021028; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Crystal View Terrace Green Orchard Place Overlook Parkway Project ; located in the Alta Cresta-Woodcrest area of Riverside County, California.

California Native American Contacts

Riverside County

November 8, 2011

San Manuel Band of Mission Indians
Ann Brierty, Policy/Cultural Resources Department
26569 Community Center Drive Serrano
Highland, CA 92346
(909) 864-8933, Ext 3250
abrierty@sanmanuel-nsn.gov
(909) 862-5152 Fax

Pechanga Band of Mission Indians
Mark Macarro, Chairperson
P.O. Box 1477 Luiseno
Temecula, CA 92593
tbrown@pechanga-nsn.gov
(951) 770-6100
(951) 695-1778 Fax

Willie J. Pink
48310 Pechanga Road Luiseno
Temecula, CA 92592
wjpink@hotmail.com
(909) 936-1216
Prefers e-mail contact

Serrano Nation of Indians
Goldie Walker
P.O. Box 343 Serrano
Patton, CA 92369

(909) 862-9883

Cahuilla Band of Indians
Luther Salgado, Sr., Chairperson
PO Box 391760 Cahuilla
Anza, CA 92539
tribalcouncil@cahuilla.net
915-763-5549

Pechanga Cultural Resources Department
Anna Hoover, Cultural Analyst
P.O. Box 2183 Luiseño
Temecula, CA 92593
ahover@pechanga-nsn.gov
951-770-8100
(951) 694-0446 - FAX

Ernest H. Siva
Morongo Band of Mission Indians Tribal Elder
9570 Mias Canyon Road Serrano
Banning, CA 92220 Cahuilla
siva@dishmail.com
(951) 849-4676

SOBOBA BAND OF LUISENO INDIANS
Joseph Ontiveros, Cultural Resource Department
P.O. BOX 487 Luiseno
San Jacinto, CA 92581
jontiveros@soboba-nsn.gov
(951) 663-5279
(951) 654-5544, ext 4137

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2011021028; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Crystal View Terrace Green Orchard Place Overlook Parkway Project ; located in the Alta Cresta-Woodcrest area of Riverside County, California.



Tim Armstrong
Technical Services-Biologist
Southern California Gas

1981 W. Lugonia Ave. SC 8064
Redlands, CA 92374

Tel: (909) 335-7752
Fax: (909) 335-3939
Mobile: (818) 305-1996
TArmstrong@semprautilities.com

November 14, 2011

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

Re: Comments to the Crystal View Terrace/Green Orchard Place/ Overlook Parkway Project, Amended Notice of Preparation of a Draft Environmental Impact Report (DEIR).

Dear Ms. Jenkins:

Thank you for the opportunity to comment on the amended Notice of Preparation (NOP) for the Crystal View Terrace/Green Orchard Place/Overlook Parkway Project DEIR. As the largest provider of natural gas in the southern California area, Southern California Gas Company (SCG) has a large infrastructure of gas lines throughout the region. As such, we look forward to working with the City of Riverside to ensure gas infrastructure is developed in conjunction with the potential scenarios shown in the Notice of Completion and Environmental Document Transmittal (SCH # 2011021028).

In an effort to streamline and avoid duplication of environmental permits, we request including SCG in the environmental permitting process for the project/phases of the project. Analysis should include potential impacts upon environmental laws (e.g., USACE, CDFG, RWQCB, and SWPPP) and allow for gas infrastructure to be permitted within the scope of the proposed project. Additional considerations should include the extension of utilities through the use of cells within bridges, based upon the final project design. SCG welcomes any preliminary drawings and planning activities that will enable the streamlining of the project.

Requests for line locate or will serve letters can be submitted to SCG via mail, fax, or e-mail. Please include the following information:

- A signed on official company letterhead
- Name, Title, and Project Number
- Address for location, APN#, parcel map #, and tract #

- Location and parameters of the entire job
- Scope of the project
- Requestor company's contact name, title, phone number, and other pertinent information
- Copy of Thomas Guide page showing and/or highlighting the exact location of the project area
- Plans depicting the scope of the project area

Mail to:

Southern California Gas Company
Attn: Planning Department – ML 8031
1981 W. Lugonia Ave.
Redlands, CA. 92374

*Please include 2 business cards

Fax to:

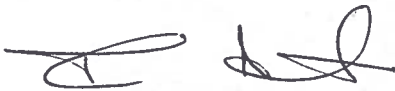
(909) 335-7527

*Please include company fax cover sheet.

E-Mail:

CFlores2@semprautilities.com

Sincerely,

A handwritten signature in black ink, appearing to be 'Tim Armstrong', written in a cursive style.

Tim Armstrong



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



November 9, 2011

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

Diane Jenkins, AICP, Principal Planner
City of Riverside Community Development – Planning Division
3900 Main Street, Third Floor
Riverside CA 92522

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Greg Pettis
Cathedral City

Richard Stewart
Moreno Valley

STAFF

Director
Ed Cooper

John Guerin
Russell Brady
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

RE: REVISED Notice of Preparation of a Draft Environmental Impact Report (EIR) – Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (P11-0050)

Dear Ms. Jenkins:

Thank you for providing the Riverside County Airport Land Use Commission (ALUC) with a copy of the REVISED Notice of Preparation (NOP) for this project.

The project area is located within Area III of the March Air Reserve Base Airport Influence Area. The City of Riverside General Plan 2025 has been deemed consistent with all adopted Airport Land Use Compatibility Plans affecting its jurisdiction. However, please note that, pursuant to Section 21676(b) of the State of California Public Utilities Code, "[prior] to the amendment of a general plan...the local agency shall first refer the proposed action to the [Airport Land Use] commission." The REVISED NOP states that Scenarios 2 and 3 would require an amendment to the General Plan. Therefore, in the event that the City of Riverside selects either of these scenarios, the General Plan Amendment shall be submitted to the Airport Land Use Commission for review, and ALUC action would be required prior to adoption of such an amendment. Application forms and fee schedules are available online at www.rcaluc.org, click Forms.

In the event that the City of Riverside selects Scenarios 1 or 4, ALUC review will not be required, provided that there is no associated legislative action such as a zone change, general plan amendment, or specific plan amendment.

As the project does not include development of structures or establishment of new land uses on private lands, aviation easements and airport disclosures are not applicable to this project. However, Scenarios 3 and 4 propose roadway connections and/or extensions. If new construction (including roadway connections and/or extensions, bridges, and/or street light poles) is proposed within 20,000 feet of the runway(s) at elevations exceeding 1,535 feet above sea level, we would recommend that the EIR include an evaluation as to whether Part 77 of the Federal Aviation Regulations would require notification to the Federal Aviation Administration through the Form 7460-1 process.

We would recommend inclusion of the following measures in the EIR, as may be applicable, to mitigate potential impacts on March Air Reserve Base operations:

1. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved

AIRPORT LAND USE COMMISSION

November 9, 2011

navigational signal light or visual approach slope indicator.

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
2. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.

Thank you for the opportunity to provide comments. If you have any questions, please contact John Guerin, ALUC Principal Planner, at (951) 955-0982, or at jguerin@rctlma.org.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

cc: Dan Fairbanks, March Joint Powers Authority
ALUC Staff (Files: City of Riverside; March AIA)

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Department of Toxic Substances Control

Matthew Rodriguez
Secretary for
Environmental Protection

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

Edmund G. Brown Jr.
Governor



November 23, 2011

Ms. Diane Jenkins, AICP
City of Riverside
Community Development/Planning
3900 Main Street, 3rd Floor
Riverside, California 92522

NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL REPORT FOR THE CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT, (SCH#2011021028), RIVERSIDE COUNTY

Dear Ms. Jenkins:

The Department of Toxic Substances Control (DTSC) has received your submitted Notice of Preparation for a draft Environmental Impact Report (EIR) for the above-mentioned project. The following project description is stated in your document: "The Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (proposed project) involves the local roadway system in the eastern portion of the City of Riverside and southeast of Interstate 91 (I-91). The proposed project involves the analysis of four (4) scenarios. The discretionary actions associated with the proposed project include: approval of one of the scenarios described for the proposed project and certification of the EIR. The proposed project areas are located south of I-91 and west of Interstate 215 in the eastern portion of the City of Riverside. The project area includes an open space area for the Alessandro Arroyo that is west of Sycamore Canyon Wilderness Park. The project area is also located southeast of Victoria Avenue, a historic corridor and scenic parkway. The residential land uses near Crystal View Terrace and Green Orchard Place are categorized as hiiside residential and very low density".

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

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

- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
 - EnviroStor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
 - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
 - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
 - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
 - GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
 - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
 - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site within the proposed Project area that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.
- 3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the EIR.

- 4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.
- 5) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.
- 6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 7) If the site was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.
- 8) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

Ms. Diane Jenkins
November 23, 2011
Page 4

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

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

Sincerely,



Greg Holmes
Unit Chief
Brownfields and Environmental Restoration Program

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

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

CEQA # 3405



California Natural Resources Agency
DEPARTMENT OF FISH AND GAME
<http://www.dfg.ca.gov>
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-200
Ontario, CA 91764
(909) 484-0167

EDMUND G. BROWN JR., Governor
Charlton H. Bonham, Director



December 1, 2011

Diane Jenkins
City of Riverside
3900 Main Street, 3rd Floor
Riverside, CA 92522



Re: Notice of Preparation of Environmental Impact Report for the Crystal View
Terrace/Green Orchard Place/Overlook Parkway project – SCH 2011021028

Dear Ms. Jenkins:

The Department of Fish and Game (Department) appreciates this opportunity to comment on the Notice of Preparation (NOP) for the Draft Environmental Impact Report (DEIR) for the Crystal View Terrace/Green Orchard Place/Overlook Parkway project. The Department is responding as a Trustee Agency for fish and wildlife resources [Fish and Game Code Sections 711.7 and 1802 and the California Environmental Quality Act (CEQA) Guidelines Section 15386], and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *et seq.*).

The project is located in the eastern portion of the City of Riverside, southeast of Interstate 91 (I-91). The project involves the analysis of four roadway scenarios: 1) gates closed to through traffic and no connection of Overlook Parkway; 2) gates removed and no connection of Overlook Parkway; 3) gates removed and Overlook Parkway connected; and, 4) gates removed, Overlook Parkway connected and extended west of Washington St.

Multiple Species Habitat Conservation Plan (MSHCP)

The proposed project occurs within the MSHCP and is subject to the provisions and policies of the MSHCP. The City of Riverside is signatory to the Implementing Agreement and is a Permittee of the MSHCP. Participants in the MSHCP are issued take authorization for covered species. The MSHCP establishes a multiple species conservation program to minimize and mitigate habitat loss and the incidental take of covered species in association with activities covered under the permit. In order to be considered a covered activity, Permittees must demonstrate that proposed actions are consistent with the MSHCP and its associated Implementing Agreement.

Compliance with approved habitat plans, such as the MSHCP, is discussed in CEQA. Section 15125(d) of the Guidelines for the Implementation of CEQA requires that an environmental impact report (EIR) discuss any inconsistencies between a proposed project

Conserving California's Wildlife Since 1870

Notice of Preparation of Environmental Impact Report
Crystal View Terrace/Green Orchard Place/Overlook Parkway Project
SCH 2011021028
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and applicable general plans and regional plans, including habitat conservation plans and natural community conservation plans (NCCP). A finding of consistency should be included with the CEQA document.

The project has the potential to impact biological resources. Most of the project area is residential, interspersed with streams and hillsides. Animals in the project area could include raptors, owls, riparian bird species, coastal sage scrub, riversidean sage scrub, grasslands, amphibians and common reptiles.

The Department is concerned about the continuing loss of jurisdictional waters of the State and the encroachment of development into areas with native habitat values. The CEQA document should contain sufficient, specific, and current biological information on the existing habitat and species at the project site; measures to minimize and avoid sensitive biological resources; and mitigation measures to offset the loss of native flora and fauna and State waters. If the project site contains Federally- or State-listed species, the CEQA document should include measures to avoid and minimize impacts to these species as well as mitigation measures to compensate for the loss of biological resources. The CEQA document should not defer impact analysis and mitigation measures to future regulatory discretionary actions, such as a Lake or Streambed Alteration Agreement.

This particular project has the potential to have significant environmental impacts on sensitive flora and fauna resources. Therefore, the CEQA document should include an alternatives analysis which focuses on environmental resources and ways to avoid or minimize impacts to those resources.

To enable Department staff to adequately review and comment on the proposed project, we suggest that updated biological studies be conducted prior to any environmental or discretionary approvals. The following information should be included in any focused biological report or supplemental environmental report:

1. A summary of the structure, purpose and obligations of the Lead Agency under the MSHCP and an analysis of the project in relation to the Area Plan and Criteria Cell biological goals and objectives.
 - a. Reserve Assembly. The project is located within the MSHCP Criteria Area and is subject to the conservation requirements for reserve assembly. A discussion of the applicable Area Plan and whether the project includes Criteria Cells should be addressed. Documents processed through the Resource Conservation Agency (RCA) of the MSHCP should be included in the CEQA document.
 - b. Goals and Objectives. A discussion of the Area Plan biological goals and objectives for species and habitats and an analysis of the project's species and habitats in relation to those goals and objectives.
 - c. MSHCP Policies. A discussion of the applicability of MSHCP policies and procedures, including: the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools policy (MSHCP Section 6.1.2); Protection of Narrow Endemic Plan Species (MSHCP Section 6.1.3);

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Crystal View Terrace/Green Orchard Place/Overlook Parkway Project
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Additional Survey Needs and Procedures (MSHCP Section 6.3.2); Fuels Management (MSHCP Section 6.4), and the Guidelines Pertaining to the Urban Wildlands Interface (MSHCP Section 6.1.4).

- d. Special Survey Areas. A discussion of what the survey requirements are of the project site and the results of general and focused surveys. Surveys should be conducted within one year of submittal of the CEQA document. Survey requirements and results should be included in the CEQA document.
 - e. Biological Resources. A list of the biological resources found on the site and an analysis of how the project implementation would impact those resources.
 - f. Mitigation Measures. A list of proposed mitigation measures required by the MSHCP to offset impacts to site species and habitats, including payment of fees or other measures.
2. Please provide a complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats.
- a. Please provide a thorough assessment of rare plants and rare natural communities, following the Department's November 2009 guidance for Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities. The guidance document can be found at the following link:
http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/Protocols_for_Surveying_and_Evaluating_Impacts.pdf
 - b. A thorough assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be considered. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service.
 - c. The Department's California Natural Diversity Data Base in Sacramento should be contacted at (916) 327-5960 to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the California Fish and Game Code.
3. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts.

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- a. CEQA Guidelines, 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.
 - b. Project impacts should be analyzed relative to their affects on off-site habitats. Specifically, this should encompass adjacent public lands, open space, adjacent natural habitats, and riparian ecosystems. In addition, impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas, should be fully evaluated and provided.
 - c. The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.
 - d. A cumulative effects analysis should be developed as described under CEQA Guidelines, 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
 - e. The document should include an analysis of the effect that the project may have on the WRMSHCP or on other regional and/or subregional conservation programs in San Diego or Orange Counties. Under Sections 2800-2835 of the California Fish and Game Code, the Department, through the Natural Communities Conservation Planning (NCCP) program is coordinating with local jurisdictions, landowners, and the Federal Government to preserve local and regional biological diversity.
4. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated (CEQA Guidelines 15126.6). A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.
- a. Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid and/or otherwise minimize project impacts. Off-site compensation for unavoidable impacts through acquisition and protection of high-quality habitat should be addressed.
 - b. The Department considers Rare Natural Communities as threatened habitats having both local and regional significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts.

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- c. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.
5. Although the proposed project is within the MSHCP and could be subject to Section 6.1.2, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, a Lake and Streambed Alteration Agreement Notification is still required by the Department should the site contain jurisdictional waters. The Department's criteria for determining the presence of jurisdictional waters are generally more comprehensive than the MSHCP criteria in Section 6.1.2. The CEQA document should include a jurisdictional delineation if there are impacts to riparian vegetation or State waters.

The Department opposes the elimination of watercourses and/or their channelization or conversion to subsurface drains. All wetlands and watercourses, whether intermittent or perennial, must be retained or mitigated for and provided with substantial setbacks which preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations.

- a. Under Section 1600 *et seq.* of the California Fish and Game Code, the Department requires the project applicant to notify the Department of any activity that will divert, obstruct or change the natural flow or the bed, channel or bank (which includes associated riparian resources) of a river, stream or lake, or use material from a streambed prior to the applicant's commencement of the activity. Streams include, but are not limited to, intermittent and ephemeral streams, rivers, creeks, dry washes, sloughs, blue-line streams, and watercourses with subsurface flow. The Department's issuance of a Lake and Streambed Alteration Agreement for a project this is subject to CEQA will require CEQA compliance actions by the Department as a responsible agency. The Department, as a responsible agency under CEQA, may consider the local jurisdiction's (lead agency) Negative Declaration or Environmental Impact Report for the project. However, if the CEQA document does not fully identify potential impacts to lakes, streams, and associated resources (including, but not limited to riparian and alluvial fan sage scrub habitat) and provide adequate avoidance, mitigation, monitoring, and reporting commitments, additional CEQA documentation will be required prior to execution (signing) of the Streambed Alteration Agreement. In order to avoid delays or repetition of the CEQA process, potential impacts to a lake or stream, as well as avoidance and mitigation measures need to be discussed within this CEQA document. The Department recommends the following measures to avoid subsequent CEQA documentation and project delays:
 - (i) Incorporate all information regarding impacts to lakes, streams and associated habitat within the DEIR. Information that should be included within this document includes: (a) a delineation of lakes, streams, and associated habitat that will be directly or indirectly impacted by the proposed project; (b) details on the biological

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Crystal View Terrace/Green Orchard Place/Overlook Parkway Project
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resources (flora and fauna) associated with the lakes and/or streams; (c) identification of the presence or absence of sensitive plants, animals, or natural communities; (d) a discussion of environmental alternatives; (e) a discussion of avoidance measures to reduce project impacts, (f) a discussion of potential mitigation measures required to reduce the project impacts to a level of insignificance; and (g) an analysis of impacts to habitat caused by a change in the flow of water across the site. The applicant and lead agency should keep in mind that the State also has a policy of no net loss of wetlands.

- (ii) The Department recommends that the project applicant and/or lead agency consult with the Department to discuss potential project impacts and avoidance and mitigation measures. Early consultation with the Department is recommended since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Streambed Alteration Agreement Notification package, please visit our website at: <http://www.dfg.ca.gov/habcon/1600.html>.

Thank you for this opportunity to comment. Please contact Robin Maloney-Rames at (909) 980-3818, if you have any questions regarding this letter.

Sincerely,



Jeff Brandt
Senior Environmental Scientist

cc: State Clearinghouse, Sacramento

Jenkins, Diane

From: Anna Hoover <ahoover@pechanga-nsn.gov>
Sent: Friday, December 02, 2011 1:03 PM
To: Jenkins, Diane
Cc: Michele Fahley; Marcy Hernandez
Subject: Crystal View Terrace/Green Orchard Place/Overlook Parkway Amended NOP

Ms. Jenkins;

The Pechanga Tribe thanks the City of Riverside for the notice of the Amended Notice of Preparation for the above named Project. As you know, we have previously submitted comments on the original NOP and is in consultation with you and City representatives. Our previous requests stand; please continue to forward environmental documents and all documents connected with this Project to the Tribe for review and comment.

We look forward to continuing our consultation with the City and to work to preserve and protect the important cultural resources located within the Project boundaries.

Sincerely,

Anna M. Hoover
Cultural Analyst
Pechanga Band of Luiseno Mission Indians
P.O. Box 2183
Temecula, CA 92593

951-770-8104 (O)
951-694-0446 (F)
951-757-6139 (C)
ahoover@pechanga-nsn.gov



DEPARTMENT OF THE AIR FORCE
AIR FORCE RESERVE COMMAND



29 November 2011

MEMORANDUM FOR CITY OF RIVERSIDE
ATTN: DIANE JENKINS, PRINCIPAL PLANNER
CITY OF RIVERSIDE
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
3900 MAIN STREET, 3RD FLOOR
RIVERSIDE CA 92522

FROM: 452d Mission Support Group/Civil Engineers
Base Operating Support
610 Meyer Drive Bldg 2403
March ARB CA 92518-2166

SUBJECT: Amended Notice of Preparation P11-0050

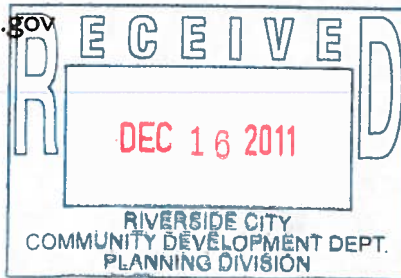
1. The March Air Reserve Base (MARB) review of the Amended Notice of Preparation of a Draft Environmental Impact Report for the Crystal View Terrance/Green Orchard Place/Overlook Parkway Project is provided with this memorandum.
2. This development is consistent with compatible land use and MARB mission operations at the proposed location. The site does not occupy any area impacted by current mission aircraft noise, flight paths, or any zones related to localized aircraft incident statistics.
3. Thank you for the opportunity to review and comment on this proposed development. If you have questions, please contact Ms. Denise Hauser at (951) 655-4862.


PAMELA M. HANN
Base Civil Engineer



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov



December 13, 2011

Diane Jenkins, AICP
City of Riverside
Community Development/ Planning
3900 Main Street
Riverside, CA 92522

Notice of Preparation of a CEQA Document for the Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. The lead agency may wish to consider using land use emissions estimating software such as URBEMIS 2007 or the recently released CalEEMod. These models are available on the SCAQMD Website at: <http://www.aqmd.gov/ceqa/models.html>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the

Cleaning the air that we breathe...

recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,



Ian MacMillan

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

IM
RVC111102-05
Control Number

Jenkins, Diane

From: Michael Mihelich <mwm@lawyermihelich.com>
Sent: Wednesday, November 02, 2011 2:04 PM
To: Jenkins, Diane
Subject: RE: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project EIR Amended NOP

Thank you for the e-mail.

From: Jenkins, Diane [<mailto:DIJENKINS@riversideca.gov>]
Sent: Wednesday, November 02, 2011 1:47 PM
To: Michael W. Mihelich
Subject: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project EIR Amended NOP

Hello,

You have indicated that you have an interest in this project. Traffic modeling and analysis are still underway for the four scenarios. As we dove into the analysis it became apparent that we would not be able to just review scenario 4 (the western connection to the freeway) at a programmatic (less detailed) level. Instead it would be necessary to pick a route and analyze this route in full detail. For this reason the City is re-issuing the Notice of Preparation (NOP) to address this change in the scope of the EIR. The NOP is being mailed out to all the same agencies and individuals as last time (including those who asked to be put on the mailing list since that time). It has also been posted on the website at <http://www.riversideca.gov/planning/eir.asp>.

Thank you

Diane

Diane Jenkins, AICP § Principal Planner
City of Riverside ▪ Community Development Department ▪ Planning Division
3900 Main Street, Third Floor ▪ Riverside, CA 92522
☎ (951) 826-5625 ▪ 📠 (951) 826-5981
DiJenkins@riversideca.gov

 please consider the ENVIRONMENT before printing this email

Jenkins, Diane

From: Gina White <GWhite@vandaele.com>
Sent: Monday, November 07, 2011 4:04 PM
To: Jenkins, Diane
Cc: Loveridge, Ron; Gardner, Mike; Melendrez, Aurelio; Bailey, Rusty; Davis, Paul; MacArthur, Chris; Adams, Steve
Subject: EIR for Overlook Parkway Project (P11-0050) (Gina White sending on behalf of Mike Van Daele)

Mike Van Daele responds to the referenced project as follows:

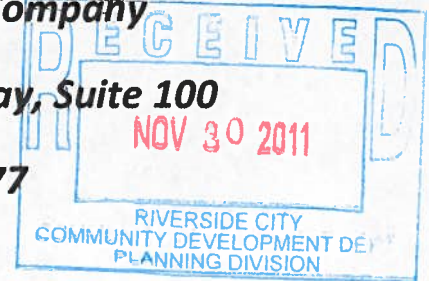
With funding options so dismal and the political realities so evident, what a horrible waste of money when we already know the only two viable options are 1 or 2. The City Council and the local committees will never accept option 3 or 4. The Council should just vote on Option 1 or 2 instead of kicking the can down the road. I'd suggest saving the money for a more worthy cause.

Regards,
Mike Van Daele

Gina White
Van Daele Development Corp.
2900 Adams Street, C25
Riverside, CA 92504
951-354-2121



Great Victoria Investment Company
1611 South Pacific Coast Highway, Suite 100
Redondo beach, CA 90277



November 29, 2011

Diane Jenkins, AICP
City of Riverside
3900 Main Street, Third Floor
Riverside, CA 92522

Re: Amended Notice of Preparation of Draft Environmental Impact Report
Crystal View Terrace/Green Orchard Place/ Overlook Parkway Project
(P11-0050) for the City of Riverside, California (SCH NO. 2011021029)
Dated November 2, 2011

Dear Ms. Jenkins,

The Great Victoria Investment Company (the "Company") has received a copy of the above referenced Notice. The Notice refers to a Project being considered by the City of Riverside. According to the Notice, the Company has received the Notice as the property owner that owns the following assessor parcel numbers: 237-110-012, 237-110-009, 237-100-002, 237-100-008, 237-100-007, and 237-100-006.

Scenario 4 of the Project shows a proposed road to be constructed on land owned by the Company. Please be advised that the Company objects to any road being constructed on the Company's land. The Company objects to the proposed project, and also objects to any variation of the project that would lead to a road being constructed on the Company's land.

Sincerely,

Chung Chou Chang, Dee Chang
Great Victoria Investment Company

Jenkins, Diane

From: Margaret Wilson <marg.wilson@yahoo.com>
Sent: Thursday, December 01, 2011 4:21 PM
To: Jenkins, Diane
Subject: Amended Notice of Preparation

Dear Ms. Jenkins,

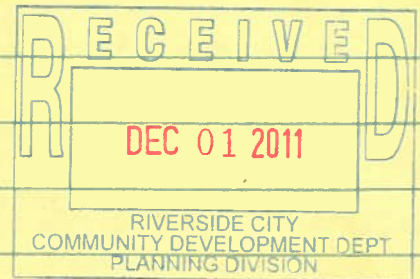
I earlier sent a letter commenting on the proposed Overlook Parkway Project, and would like to submit this supplemental comment in opposition to the Project. I think the City should analyze the traffic effects on Washington south of Overlook. In the morning commute, northbound traffic on Washington is very heavy, and it is very difficult for people to turn out of their driveways for those living on Washington between Overlook and Van Buren. This northbound traffic on Washington starts south of the Van Buren intersection. It is frequently backed up at the Krameria stop sign near Woodcrest Elementary, and northbound vehicles can be lined up on Washington as far south as Mariposa. I am concerned that the proposed extension of Washington across to Madison will make Washington an even more attractive route for these regional commuters, and make things even worse for everyone located along Washington, extending all the way south including the elementary school and those to the south of the school.

Thank you for your consideration,

Margaret Wilson

December 1, 2011

To: City of Riverside
Community Development/Planning
Diane Jenkins, AICP
3900 Main Street
Riverside, Ca 92522



From: Mary Humboldt
7407 Dofferin Ave
Riverside, Ca 92504

Re: Amended Notice of Preparation of a Draft EIR
For Crystal View Terrace / Green Orchard Place /
Overlook Parkway Project (CPII-0050)
For the City of Riverside (SCH NO. 201021028)

Dear Ms. Jenkins:

I shall be discussing three main topics,

- 1) The segmentation of the overall project.
- 2) New Appellate Court Decisions concerning the Baseline Date of the EIR of a project.
- 3) Environmental Justice

- 1) The Segmentation of the project must be addressed in the EIR. Three of the four scenarios (2, 3, 4) involve complex issues of Land use/neighborhood character, traffic circulation, air quality, noise, biological resources, historical/cultural resources.
- 2) Scenarios 2, 3, 4 will result in 5,000 to 30,000 cars/trucks rushing down the Overlook Parkway to get to the 91 Freeway.

Some cars will turn left on Washington St & go to Bradley St., turn right & proceed to Dufferin Avenue, & to Adams St. where they will connect with the 91 Freeway.

Some cars attempt to dash onto Dufferin Ave directly and make their way to Madison St & eventually the 91 Freeway.

Some cars will turn right and then go onto Victoria Avenue, making their way to Adams St, Madison St, or Arlington Avenue; hence onto the 91 Freeway.

Dec. 1, 2011

b) To protect the health and safety of neighborhood residents, a safe and legal path must be found for the 5,000 to 30,000 cars

1a) Most of the aforementioned routes are wholly or in-part protect by Proposition 13 and Measure C, Riverside's two growth control laws passed in 1979 & 1987 and upheld by the Courts numerous times.

2a) The 91 Freeway is scheduled to begin construction of a HOV Lane in both direction and bridge replacements from Adams St, Madison, Arlington, Central, Bridge, 14th St, University Ave, and Third St. Work begins in 2012 and is scheduled to end in 2014.

3a) Improvements to the on & off ramps are scheduled on some streets, but not to the extent that an additional 5,000 to 30,000 cars could be accommodated.

4a) Therefore, an entirely different transportation Freeway project is necessary. Current planning & Financial timetables would require another five to ten years 2017 or 2023 start date.

From: Mary Humboldt

5a) Even if this "helter skelter" approach to the traffic off Overlook is approved by the City Council — By "helter skelter", I mean "every which way" — significant traffic improvements must be made along all streets, intersections, and Freeway connections. Prop. R & Measure C clearly state the Greenbelt including Victoria Avenue (Cultural Heritage Landmark #8) Tight Financial constraints will impede these improvements from happening quickly, thereby creating chaos in existing neighborhoods.

c) Railroad grade separations are essential to moving 5,000 to 30,000 additional cars onto the 91 Freeway. Currently, such a separation exists at Arlington Avenue. No grade separation is currently planned at Madison. Experts from the City of Riverside state it takes 5 to 7 years to build a grade separation. The earliest there could be such a separation on Madison is 2017.

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Since current Transportation Funding is 5 to 10 years behind, it is realistic to say the Madison Grade separation will not be built until 2023.

d) Victoria Avenue & Flyover street through Victoria/Washington orange grove. This concept is against Prop R & Measure C which require the City to protect agriculture and to protect Victoria Avenue. The usual grove slated to be destroyed by Scenario 4 is healthy, productive and profitable.

e) Even if scenario 4 is not implemented, just opening the gates has a major impact on Victoria Avenue, the Greenbelt, and Casa Blanca. An additional study must be done to determine the effect of the Gate Opening on Victoria, the Greenbelt and Casa Blanca. The Gate opening is a chance for drivers to get to the 91 Freeway more quickly.

Topic 2: New Appellate Court Decisions

a) New court decisions require
an appropriate baseline of physical
conditions at the time of the EIR &
a comparison to the time of building's
baseline physical condition.

1) Woodward Park Homeowners Ass'n
vs. the City of Fresno in 2007

150-CALAP-4th 683; 707

A CEQUA Baseline approach must be
used for projects that will be built
further into the future; e.g. Madison
grade separation, 91 Freeway improvements
to on-ramp capable of accepting
~~30,000~~ 30,000 additional cars.

Current physical conditional must
be compared to physical conditions
when projects are to be built.

This is important when a massive
project like P11-0050 is built
and evaluated is segments.

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- 2) Sunnyvale West Neighborhood Ass'n
et al vs. City of Sunnyvale City Council
2010 ; 190-CALAP-6th-1351
Again, the courts ruled cities must use
an appropriate baseline and present a
full comparison between the physical
conditions at the time of the EIR
and the physical conditions when a
project is actually to be built.

Topic 3: Environmental Justice

- a) Casa Blanca is a 100 year old
community made up of a majority of
Mexican-American residents, many Fourth
generation, and new immigrants.
The area is low income. Air Quality
issues are of great importance; first
because of the proximity to the 91 Freeway,
but also because of pollutants from the
E.R. Carpenter plant. Health studies have
shown a greater than average
concentration of childhood asthma.

- b) Improvements in Casa Blanca have
been successful. The new library on
Madison is packed with school children

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Dec. 1, 2001

From: Mary Humboldt

and adult users every afternoon. Adding 5,000 to 30,000 cars each day would make library impossible for children. The Villages Park Sports complex is heavily used by young athletes. Additional air pollution from idling cars, waiting for trains to pass, will further damage young lungs.

Traffic congestion in Casa Blanca is already extreme caused by Trains and by the Freeway entrance/exit.

Encouraging Traffic from out-of-town and from large lot hillside residents looking for a Freeway shortcut is nothing but blatantly discriminatory.

The City of Riverside needs to step up to the plate and quit celebrating diversity and pay heed to economic justice for a community which has pulled itself up by its bootstraps. Viva Casa Blanca!



QA STATE ROUTE 91/ HOV PROJECT

WHAT IS THE SR-91 HOV PROJECT?

In order to improve mobility through the downtown Riverside area, Caltrans, in partnership with the Riverside County Transportation Commission, is currently preparing to construct one High Occupancy Vehicle (HOV) lane, also called a carpool lane, in each direction of State Route 91 (SR-91) from Adams Street to the 60/91/215 interchange in the City of Riverside.

The SR-91 is a primary truck and commuter route and carries approximately 170,000 vehicles per day within the project area on the existing three lanes in each direction. The route is often highly congested at current traffic levels. With Riverside County's population expected to reach 3.5 million by 2030, the vehicle pressure in this corridor will continue to increase. The improvements to the freeway through this widening project will help alleviate congestion through this hub.

The cost of the project is estimated to be \$279 million and is funded by Measure A Riverside County's half-cent sales tax for transportation; federal funds; and \$157 million of Corridor Mobility Improvement Account (CMIA) funds, the state Proposition 1B funding.

WHAT ARE THE PROJECT BENEFITS?

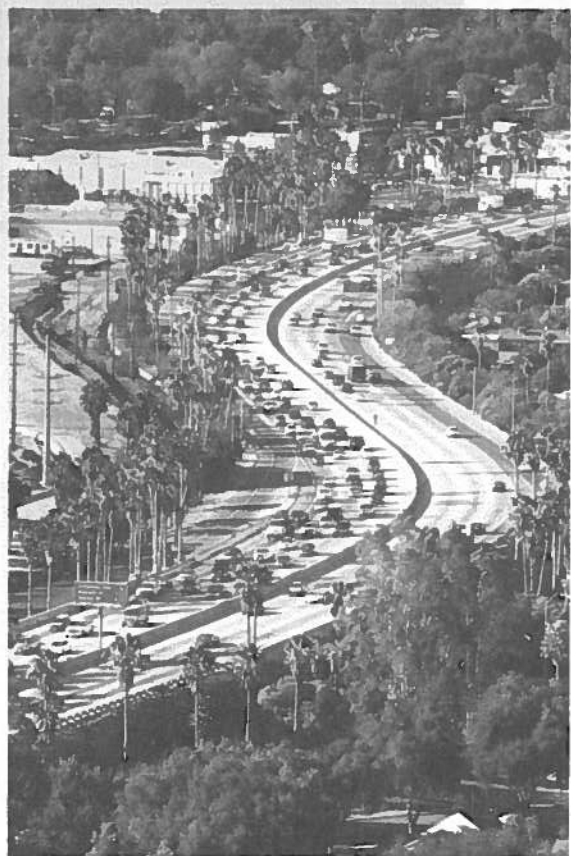
The SR-91 freeway can be considered Riverside's Main Street and serves as the City of Riverside's primary freeway connection to communities including Corona, San Bernardino, and the entire inland region. Over the past few years, significant Measure A investments have been made to improve the 91 with the reconstruction of the 60/91/215 interchange in Downtown Riverside and the widening of the freeway from Adams Street to the Orange County Line.

One section of the freeway that has yet to be widened is the 6-mile segment between Adams Street and the 60/91/215 interchange. The addition of a carpool lane through this area will provide HOV continuity, improve traffic safety and improve the level of service of SR-91 through Riverside. Moreover, the widening of the freeway and its ensuing investment will lead to many other adjacent improvements including improved on and off-ramps at 14th Street and Arlington Avenue, relocating the 9th Street on ramp to 10th Street, and the replacement of a number of bridges that cross the freeway such as 14th Street, Cridge Street, and Ivy Street. The overall result will be a state-of-the-art transportation facility that serves motorists by adding capacity while easing access to and from the community which better serves businesses, employers and local residents. The project anticipates creating an estimated 5,000 jobs during its construction.

CONSTRUCTION SAFETY: OUR TOP PRIORITY

The safety of construction crews, area motorists and pedestrians is the highest priority of this project. Please follow these safety tips near the 91 construction zone:

- Slow down and watch for construction workers and heavy equipment.
- Allow extra time to get to work, school or appointments.
- Tell friends or customers coming to your home or business about construction work.
- Be extra careful when driving at night and in rainy weather.
- Immediately report to the police any suspicious activity or children playing in construction staging areas.
- Avoid using your mobile phone or other distractions when driving through this area.
- Watch for ramp closures and use alternate routes.
- Be patient. Please remember that this is a temporary inconvenience for a long-term solution to traffic congestion.



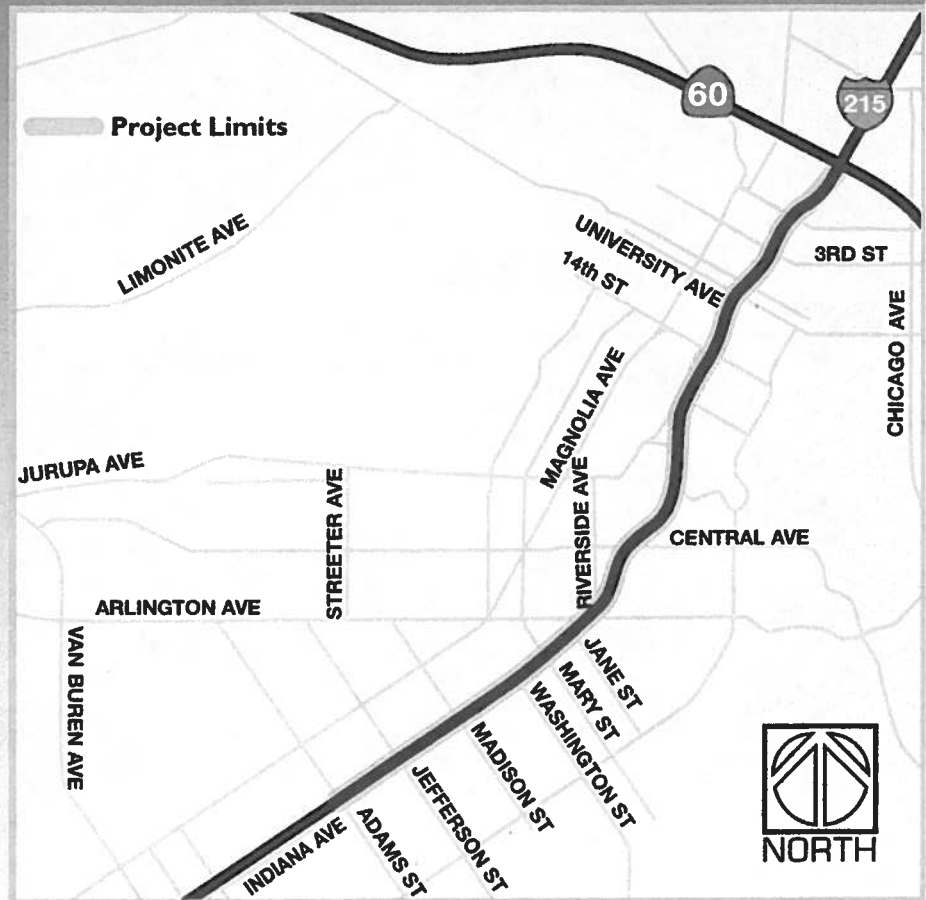
OCT 2011 www.caltrans8.info
www.rctc.org

**Remember to
Slow for the Cone Zone!**



WHERE IS THE SR-91 PROJECT LOCATED?

The SR-91 Project is a 6-mile segment located in each direction of State Route 91 (SR-91) from Adams Street to the 60/91/215 interchange in the City of Riverside.



WHO ARE THE PROJECT PARTNERS?

RCTC and Caltrans are working closely with the City of Riverside to deliver this project.



WHAT IS THE PROJECT SCHEDULE?

Delivering a transportation project to the public takes place over a period of several years. Work began on the SR-91 HOV project in 2006 with the completion of the project study report. The Project Report and Environmental Documents were completed in August 2007.

Final Design is now complete and Construction is expected to begin in late 2011; completion in 2015. Construction will be phased along the reach in order to minimize disruptions to traffic.

WHO CAN I CONTACT FOR MORE INFORMATION?

If you have any comments or questions about the SR-91 HOV Project contact:

Shelli Lombardo, Caltrans Public Information at (909) 383-6290 or Dennis Green at (909) 800-0451, or visit CT Connect at www.caltrans8.info.





Edward & Agueda
Barraza



Josie Lazano and nieces



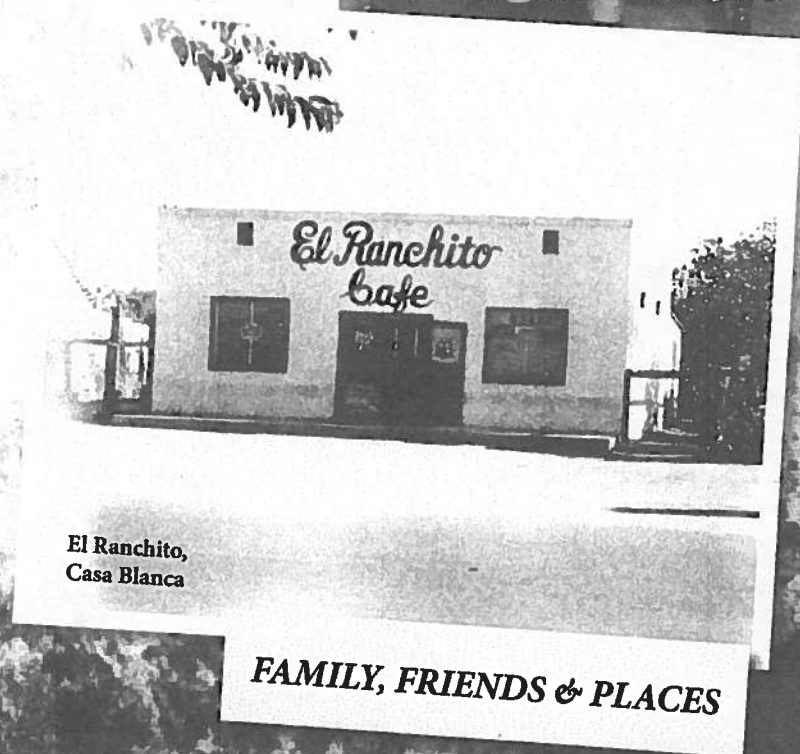
Minnie Lopez and daughter Julie



The Camp Anza Girls



Juana Contreras and
daughters



El Ranchito,
Casa Blanca

FAMILY, FRIENDS & PLACES

2011

August / Agosto

2011

Riverside County Mexican American Historical Society

2011 Calendar



Sharing Our History

14170-A El Sobrante Road
Riverside, California 92503
(951) 780-2959

December 1, 2011

Diane Jenkins, AICP
City of Riverside
3900 Main Street, Third Floor
Riverside, California 92522



Re: Amended Notice of Preparation of Draft Environmental Impact Report
Crystal View Terrace / Green Orchard Place / Overlook Parkway Project
(P11-0050) for the City of Riverside, California (SCH NO. 2011021029)
Dated November 2, 2011

Dear Ms. Jenkins,

I lease and farm the navel orange grove located at the corner of Washington Street and Victoria Avenue commonly known as Washington Square. I am writing in response to the above referenced notice regarding the Crystal View Terrace / Green Orchard Place / Overlook Parkway Project. Scenario 4 of the Project shows a road running through or near the top of the grove, parcel numbers 237-110-009 and 237-110-012.

I am opposed to the Project because it violates Prop R and Measure C. Section 5 of Measure C provides in part:

"To further promote and preserve agricultural uses and agricultural lands in the City of Riverside, the City shall forthwith take any and all appropriate actions to carry out this measure, including but not limited to the following:

2. Protect Greenbelt streets from heavy traffic;
3. Minimize the extension of City services and *urban infrastructure* into agricultural land areas, except for agricultural purposes; . . ." (Emphasis added.)

"Urban infrastructure" includes roads. The Project violates this provision by extending a road through farmland in the Greenbelt. This proposed Project is bringing uncertainty over our operation and a cloud on our business.

The Project also violates Riverside's 2025 General Plan. Policy CCM-4.2 of the General Plan provides:

"The connection of Overlook Parkway across the Alessandro Arroyo shall not be completed until a detailed *specific plan* analyzing potential connection routes between Washington Street and the SR-91 has been adopted. Analysis of the fore mentioned connection route should, at a

minimum include the area bounded by Mary Street, Adams Street, Dufferin Street, and SR-91." (Emphasis added.)

A specific plan is a tool for the systematic implementation of a general plan. A specific plan may be developed in response to a single policy issue, or to address each applicable policy of the general plan. Overlook Parkway is a significant traffic corridor in the City. The General Plan requires that a specific plan be developed and adopted for this traffic corridor. The Project violates this requirement.

I believe the City should assess the impact of the proposed road and increased traffic on navel orange trees. In particular the original sweet root trees, planted over 100 years ago at the end of the 19th Century, are very delicate. Washington Square is a special orchard in that area because of the large population of the original sweet root trees. If the road is extended through the property, many will be lost and I worry about the effects of increased traffic on the remaining trees. These old trees produce fruit of exceptional quality and sweetness.

We have focused on local sales and feel the "heirloom" nature of the trees and the exceptional flavor of the fruit and the connection to Riverside's citrus heritage has had a great impact on local customers who live in Riverside.

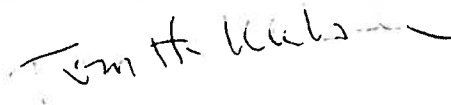
The Greenbelt is a well defined area of the City. The proposed road cuts a corner off and isolates a very important grove from the rest of the Greenbelt. There is historical and cultural importance in keeping the Greenbelt in tact and not carving it up.

The Project includes 4 scenarios. I am concerned that approval of Scenario 2 or 3 may lead the City to conclude it must approve Scenario 4. The City should assess the relation between the scenarios.

The orchard is located to the east of the proposed route and on summer afternoons will be downwind of the afternoon breeze. I am concerned about the long term effect of exhaust and smog from rush hour traffic jams on hot afternoons from vehicles idling in the near vicinity of the orchard. Smog and air quality can have a significant impact on old trees. The heavy smog in the 1960s and 1970s caused considerable harm to citrus producing areas around the region. The City should assess the long term impact of reduced air quality on old trees.

The City should assess the impact of the increased threat of invasion of the citrus greening disease. Roadways present avenues of travel for the disease. This is a deadly disease that is spreading throughout the citrus regions of the world, primarily through homeowners transporting plants that harbor the Asian citrus psyllid that carries the disease. It is important for the City to try to keep the Greenbelt isolated as much as possible from cross-through traffic from outside areas to reduce the risk of exposure to citrus greening and other diseases.

Very truly yours,

A handwritten signature in black ink, appearing to read "Tom H. Wilson", with a stylized flourish at the end.

Tom H. Wilson