

**LAND USE/GENERAL PLAN CONSISTENCY ANALYSIS
FOR THE CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
|---|---|--|--|---|---|
| <i>Circulation and Community Mobility Element</i> | | | | | |
| Policy CCM-2.1 | Complete the Master Plan of Roadways shown on Figure CCM-4 (Master Plan of Roadways). | Under this scenario, the gates would remain in place, and no roadway improvements would occur. This scenario would not change the Master Plan of Roadways (Figure CCM-4) and therefore, the opportunity to connect Overlook Parkway over the arroyo would still exist in the future, as well as providing a westerly connection to the SR-91. Therefore, this scenario would be consistent with CCM-2.1. | Under this scenario, the existing condition would be retained. This scenario would not change the Master Plan of Roadways (Figure CCM-4) and therefore, the opportunity to connect Overlook Parkway over the arroyo would still exist in the future, as well as providing a westerly connection to the SR-91. Therefore, this scenario would be consistent with CCM-2.1. | Under Scenario 3, the gates at Crystal View Terrace and Green Orchard Place would be removed, and Overlook Parkway would be connected between Via Vista Drive and Sandtrack Road and over the Alessandro Arroyo. The westerly connection from Overlook Parkway to the SR-91 would not be built. However, the westerly connection from Overlook Parkway to the SR-91 would remain on the Master Plan of Roadways for future consideration; therefore, this scenario would be consistent with Policy CCM-2.1. | Under Scenario 4, the gates at Crystal View Terrace and Green Orchard Place would be removed, and Overlook Parkway would be connected between Via Vista Drive and Sandtrack Road and over the Alessandro Arroyo, and the Proposed C Street would extend approximately one mile from Washington Street north and west ending at the intersection of Madison Street and Victoria Avenue. Scenario 4 would be consistent with Policy CCM-2.1. |
| Policy CCM-2.2 | Balance the need for free traffic flow with economic realities and environmental and aesthetic considerations, such that streets are designed to handle normal traffic flows with tolerances to allow for potential short-term delays at peak-flow hours. | Under Scenario 1, no significant changes in intersection peak hour delays would occur in 2011, but increases in intersection delays, which would be considered significant, would occur in 2035 due to buildout of the City. Not all impacts can be mitigated to less than significant, as widening and signaling is not feasible at all locations due to environmental constraints or existing development adjacent to the rights-of-way. However, this policy ensures that streets are designed to handle normal traffic flow with some short-term delays. This scenario would be consistent with CCM-2.2. | Under Scenario 2, there would be significant impacts related to intersection peak hour delays in 2011 and 2035. Not all impacts would be reduced to less than significant as widening and signaling is not feasible at all locations due to environmental constraints or existing development adjacent to the rights-of-way. Because this policy addresses the balance between normal traffic flow and some short-term delays, this scenario would be consistent with CCM-2.2. | Under Scenario 3, significant increases in intersection peak hour delays would occur in 2011 and 2035. Not all impacts would be reduced to less than significant as widening and signaling is not feasible at all locations due to environmental constraints or existing development adjacent to the rights-of-way. Because this policy addresses the balance between normal traffic flow and some short-term delays, this scenario would be consistent with CCM-2.2. | Under Scenario 4, significant impacts to intersection peak hour delays would occur in 2011 and 2035. Not all impacts would be reduced to less than significant as widening and signaling is not feasible at all locations due to environmental constraints or existing development adjacent to the rights-of-way. Because this policy addresses the balance between normal traffic flow and some short-term delays, this scenario would be consistent with CCM-2.2. |

**TABLE 4.1-1
BALBOA PARK MASTER PLAN - PROJECT CONSISTENCY
(continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | <p style="text-align: center;">Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP</p> <p style="text-align: center;">Consistency Evaluation</p> | <p style="text-align: center;">Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP</p> <p style="text-align: center;">Consistency Evaluation</p> | <p style="text-align: center;">Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington</p> <p style="text-align: center;">Consistency Evaluation</p> | <p style="text-align: center;">Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington</p> <p style="text-align: center;">Consistency Evaluation</p> |
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| Policy CCM-2.3 | Maintain LOS D or better on Arterial Streets wherever possible. At key locations, such as City Arterials that are used by regional freeway bypass traffic and at heavily traveled freeway interchanges, allow LOS E at peak hours as the acceptable standard on a case-by-case basis. | Scenario 1 would result in impacts to roadways (both intersections and segments) in year 2035 as the City experiences buildout conditions. However, there would be arterials with increased traffic and delays that are not used as regional bypass arterials. Scenario 1 would <u>not be consistent</u> with CCM-2.3. | Scenario 2 would result in impacts to streets (both intersections and segments) in year 2035. However, there would be arterials with increased traffic and delays that are not used as regional bypass arterials. Scenario 2 would <u>not be consistent</u> with CCM-2.3. | Scenario 3 would result in impacts to streets (both intersections and segments) in year 2035. However, there would be arterials with increased traffic and delays that are not used as regional bypass arterials. Scenario 3 would <u>not be consistent</u> with CCM-2.3. | Scenario 4 would result in impacts to streets (both intersections and segments) in year 2035. However, there would be arterials with increased traffic and delays that are not used as regional bypass arterials. Scenario 4 would <u>not be consistent</u> with CCM-2.3. |
| Policy CCM-2.4 | Minimize the occurrence of streets operating at LOS 'F' by building out the planned street network and by integrating land use and transportation in accordance with the General Plan principles. | Overlook Parkway would not be connected as indicated on the General Plan 2025 Master Plan of Roadways exhibit under this project scenario. However, this scenario would not change the Master Plan of Roadways (Figure CCM-4) and therefore, the opportunity to connect Overlook Parkway over the arroyo would still exist in the future, as well as providing a westerly connection to the SR-91. This scenario would not result in a greater number of street segments operating an LOS F than would occur with the No Project condition in 2011 or 2035. Therefore, this scenario would be consistent with CCM-2.4. | Under Scenario 2, Overlook Parkway would not be connected as indicated on the General Plan 2025 Master Plan of Roadways exhibit at this time. However, this scenario would not change the Master Plan of Roadways (Figure CCM-4) and therefore, the opportunity to connect Overlook Parkway over the arroyo would still exist in the future, as well as providing a westerly connection to the SR-91. This scenario would not result in a greater number of street segments operating an LOS F than would occur with the No Project condition in 2011 or 2035. Therefore, this scenario would be consistent with CCM-2.4. | Overlook Parkway would be connected easterly to Alessandro Boulevard under Scenario 3, as called for in the General Plan 2025. The westerly connection from Overlook Parkway to the SR-91 would not be built as part of this project scenario; though it would remain on the Master Plan of Roadways and future construction would not be precluded. This scenario would however not reduce the number of street segments operating an LOS F than would occur with the No Project condition in 2011 or 2035, and would result in one additional failing roadway segment in 2035, under both the gates open and gates closed baselines. Therefore, because this scenario would construct an integral piece of the street network with the completion of Overlook Parkway, and only one roadway segment would be impacted, Scenario 3 would be consistent with CCM-2.4. | Overlook Parkway would be connected easterly to Alessandro Boulevard and the Proposed C Street, between Washington Street and Victoria Avenue, would be constructed under Scenario 4, as called for in the General Plan 2025. These two connections would result in one less roadway segment failure in 2035 than would result from the No Project condition (under both the gates open and gates closed baselines.) Because this scenario both improves roadway network conditions and realizes development of Circulation and Community Mobility Element roadways, this scenario would be consistent with CCM-2.4. |

**LAND USE/GENERAL PLAN CONSISTENCY ANALYSIS
FOR THE CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT (continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | <p style="text-align: center;">Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP</p> <p style="text-align: center;">Consistency Evaluation</p> | <p style="text-align: center;">Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP</p> <p style="text-align: center;">Consistency Evaluation</p> | <p style="text-align: center;">Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington</p> <p style="text-align: center;">Consistency Evaluation</p> | <p style="text-align: center;">Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington</p> <p style="text-align: center;">Consistency Evaluation</p> |
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| Policy CCM-2.8 | Design street improvements considering the effect on aesthetic character and livability of residential neighborhoods, along with traffic engineering criteria. | <p>No roadway improvements would be constructed under this scenario. The retention of the gates would result in an increase in traffic on local streets in the vicinity over the long-term in a manner consistent with current conditions. At buildout of the City (2035), traffic volumes would require improvements along Victoria Avenue to mitigate impacts. Those improvements would be made as appropriate and designed with the aesthetic character, specifically the historic character, to limit or avoid impacts. Therefore, this scenario would be consistent with CCM-2.8.</p> | <p>No street improvements would occur under this scenario; however, the gates presently in place at both Crystal View Terrace and Green Orchard Place would be removed. This change would affect the traffic on local streets in the vicinity. As an example, removal of the gates on Crystal View Terrace would result in an increase of 1,400 ADT in the near-term and 1,900 ADT in 2035, when compared to the gates closed baseline. The increase in ADT would have no effect on the LOS of the roadway segment.</p> <p>At buildout of the City (2035), traffic volumes would require improvements along Victoria Avenue to mitigate impacts. Those improvements would be made as appropriate and designed with the aesthetic character, specifically the historic character, to limit or avoid impacts. Therefore, this scenario would be consistent with CCM-2.8.</p> | <p>Overlook Parkway would be improved under Scenario 3, and the gates at Crystal View Terrace and Green Orchard Place would be removed. An increase in increase in ADT would occur on Crystal View Terrace in both the near-term and 2035, compared to the gates closed baseline, but would have no effect on the LOS of the roadway segment.</p> <p>The construction of the bridge and fill crossing would be done in a manner that would minimize impacts to the Alessandro Arroyo and also be consistent with the design guidelines for parkways, such as Overlook Parkway, which is a designated scenic boulevard under the Circulation and Community Mobility Element of the General Plan 2025. Special landscaping and lighting would be required to be implemented that would be consistent with these designations.</p> <p>Similar to Scenarios 1 and 2, buildout of the City (2035) would result in traffic volumes that would require improvements along Victoria Avenue to mitigate impacts. Those improvements would be made as appropriate and designed with the aesthetic character, specifically the historic character, to limit or avoid impacts.</p> <p>Implementation of Scenario 3 would be compatible with the aesthetic character, and therefore, would be consistent with CCM-2.8.</p> | <p>Overlook Parkway would be improved under Scenario 4, and the gates at Crystal View Terrace and Green Orchard Place would be removed. An increase in increase in ADT would occur on Crystal View Terrace in both the near-term and 2035, compared to the gates closed baseline, but would have no effect on the LOS of the roadway segment.</p> <p>The construction of the bridge and fill crossing would be done in a manner that would minimize impacts to the Alessandro Arroyo and also be consistent with the design guidelines for parkways, such as Overlook Parkway, which is a designated scenic boulevard under the Circulation and Community Mobility Element of the General Plan 2025. Special landscaping and lighting would be required to be implemented that would be consistent with these designations.</p> <p>The Proposed C Street has been designed as a four lane arterial roadway to collect traffic from Washington Street and direct it through the existing agricultural and rural areas with little disturbance of the existing aesthetic character. Furthermore, the location and alignment of the Proposed C Street has been designed to limit effects on the livability of the residential subdivision located north of Dufferin Street. Therefore, Scenario 4 would be consistent with CCM-2.8.</p> |

**TABLE 4.1-1
BALBOA PARK MASTER PLAN - PROJECT CONSISTENCY
(continued)**

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| Policy CCM-2.9 | Design all street improvement projects in a comprehensive fashion to include consideration of street trees, pedestrian walkways, bicycle lanes, equestrian pathways, signing, lighting, noise and air quality wherever any of these factors are applicable. | No street improvements would be constructed under this scenario. Therefore, this scenario would be consistent with CCM-2.9. | No street improvements would be constructed under this scenario. Therefore, this scenario would be consistent with CCM-2.9. | As stated above for Policy CCM-2.8, the extension of Overlook Parkway under Scenario 3 will be designed in a manner that would be consistent with the design guidelines for a scenic boulevard designation of Overlook Parkway under the Circulation and Community Mobility Element of the General Plan 2025. Special landscaping and lighting, as well as appropriate pedestrian and equestrian improvements, would be required to be implemented. Therefore, Scenario 3 would be consistent with CCM-2.9. | <p>As stated above for Policy CCM-2.8, the extension of Overlook Parkway under Scenario 4 will be designed in a manner that would be consistent with the design guidelines for the Alessandro Arroyo, as well as scenic boulevard designation of Overlook Parkway under the Circulation and Community Mobility Element of the General Plan 2025. Special landscaping and lighting, as well as appropriate pedestrian and equestrian improvements, would be required to be implemented.</p> <p>With respect to the construction of Proposed C Street, future design of this roadway as a City arterial would require pedestrian and, as appropriate, equestrian improvements, as well as necessary signage and lighting pursuant to City regulations and policies. Therefore, Scenario 4 would be consistent with CCM-2.9.</p> |
| Policy CCM-2.10 | Emphasize the landscaping of parkways and boulevards. | No street improvements would be constructed under this scenario. Therefore, this scenario has no impact on Policy CCM-2.10. | No street improvements would be constructed under this scenario. Therefore, this scenario has no impact on Policy CCM-2.10. | Overlook Parkway would be improved under Scenario 3, and as stated above, would be required to include special landscaping consistent with the scenic boulevard designation under the Circulation and Community Mobility Element of the General Plan 2025. Therefore, this scenario would be consistent with CCM-2.10. | <p>Overlook Parkway would be improved under Scenario 4, and as stated above, would be required to include special landscaping consistent with the scenic boulevard designation under the Circulation and Community Mobility Element of the General Plan 2025.</p> <p>With respect to the construction of Proposed C Street, future design of this roadway as a City arterial would require landscaping along the public right-of-way in a manner consistent with City policies and regulations. Therefore, this scenario would be consistent with Policy CCM-2.10.</p> |

**LAND USE/GENERAL PLAN CONSISTENCY ANALYSIS
FOR THE CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT (continued)**

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| Policy CCM-2.11 | Consider the use of special design traffic control devices which reflect the historic or aesthetic character of the neighborhoods in which they are located. | No street improvements are proposed under this scenario. However, if this scenario were selected, traffic mitigation would be required at intersections, some of which are located along Victoria Avenue. The City would consider the use of special design traffic control devices which reflect the historic or aesthetic character of the neighborhood as necessary and appropriate. Therefore, this scenario would be consistent with CCM-2.11. | No street improvements would be constructed under this scenario. However, if this scenario were selected, traffic mitigation would be required at intersections, some of which are located along Victoria Avenue. The City would consider the use of special design traffic control devices which reflect the historic or aesthetic character of the neighborhood as necessary and appropriate. Therefore, this scenario would be consistent with CCM-2.11. | If this scenario were selected, traffic mitigation would be required at intersections, some of which are located along Victoria Avenue. The City would consider the use of special design traffic control devices which reflect the historic or aesthetic character of the neighborhood as necessary and appropriate. Therefore, this scenario would be consistent with CCM-2.11. | The Proposed C Street under Scenario 4 would require intersection improvements at Madison Street/Proposed C Street at Victoria Avenue. The proposed intersection designs have been developed in consideration of the historic nature of Victoria Avenue and specific features, such as the median and landscaping. In addition, if this scenario were selected, traffic mitigation would be required at intersections, some of which are located along Victoria Avenue. The City would consider the use of special design traffic control devices which reflect the historic or aesthetic character of the neighborhood as necessary and appropriate. Therefore, this scenario would be consistent with CCM-2.11. |

**TABLE 4.1-1
BALBOA PARK MASTER PLAN - PROJECT CONSISTENCY
(continued)**

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| Policy CCM-2.14 | <p>Ensure that intersection improvements on Victoria Avenue are limited to areas where Level of Service is below the City standard of D.</p> <p>Allow only the minimum necessary improvements in recognition of Victoria Avenue's historic character.</p> | <p>Under Scenario 1, impacts would occur to intersections along Victoria Avenue, where the intersections would function at an LOS E or F. Mitigation for these impacts is summarized in Section 3.12.4.3. Mitigation for off-site impacts associated with traffic distribution patterns under Scenario 1 require limited grading but have the potential to alter the historic character. Those improvements that would alter the historic character (i.e., roadway widening requiring removal of trees) would be considered significant. The City would minimize impacts and changes to Victoria Avenue where feasible in recognition of the historic character of Victoria Avenue. Scenario 1 would be consistent with CCM-2.14.</p> | <p>Under Scenario 2, impacts would occur along Victoria Avenue. Mitigation for these impacts is summarized in Section 3.12.4.3. Mitigation for off-site impacts associated with traffic distribution patterns under Scenario 2 require limited grading but have the potential to alter the historic character. Those improvements that would alter the historic character (i.e., roadway widening requiring removal of trees) would be considered significant. The City would minimize impacts and changes to Victoria Avenue where feasible in recognition of the historic character of Victoria Avenue. Scenario 2 would be consistent with CCM-2.14.</p> | <p>Overlook Parkway would be connected under Scenario 3; however, no western connection from Washington Street to Victoria Avenue would be included as part of this proposed scenario. Under Scenario 3, impacts would occur along Victoria Avenue. Mitigation for these impacts is summarized in Section 3.12.4.3. Mitigation for off-site impacts associated with traffic distribution patterns under Scenario 3 require limited grading but have the potential to alter the historic character. Those improvements that would alter the historic character (i.e., roadway widening requiring removal of trees) would be considered significant. The City would minimize impacts and changes to Victoria Avenue where feasible in recognition of the historic character of Victoria Avenue. Scenario 3 would be consistent with CCM-2.14.</p> | <p>Overlook Parkway would be connected under Scenario 4, and the Proposed C Street from Washington Street to Victoria Avenue is also included as part of this scenario. The Proposed C Street would connect to Victoria Avenue at the existing intersection with Madison Street resulting in alterations to the existing intersection alignment and signalization. These improvements were identified as necessary to ensure safety and traffic flow for the new four-lane roadway leading into the intersection of Victoria Avenue.</p> <p>Additionally, Scenario 4 would result in impacts to additional intersections along Victoria Avenue. Mitigation for these impacts is summarized in Section 3.12.4.3. Mitigation for off-site impacts associated with traffic distribution patterns under Scenario 4 require limited grading but have the potential to alter the historic character. Those improvements that would alter the historic character (i.e., roadway widening requiring removal of trees) would be considered significant. The City would minimize impacts and changes to Victoria Avenue where feasible in recognition of the historic character of Victoria Avenue. Scenario 4 would be consistent with CCM-2.14.</p> |
| Policy CCM-4.1 | <p>Limit the Overlook Parkway completion over the arroyo to a two-lane roadway within a one-hundred-foot right-of-way.</p> | <p>Overlook Parkway would not be connected under this scenario. Therefore, this scenario has no impact on Policy CCM-4.1.</p> | <p>Overlook Parkway would not be connected under this scenario. Therefore, this scenario has no impact on Policy CCM-4.1.</p> | <p>The fill crossing and bridge improvements would include two lanes within a 110-foot right-of-way. Therefore, this scenario would be consistent with Policy CCM-4.1.</p> | <p>The fill crossing and bridge improvements would include two lanes within a 110-foot right-of-way. Therefore, this scenario would be consistent with Policy CCM-4.1.</p> |

**LAND USE/GENERAL PLAN CONSISTENCY ANALYSIS
FOR THE CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT (continued)**

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| Policy CCM-4.2 | The connection of Overlook Parkway across the Alessandro Arroyo shall not be completed until a detailed specific plan analyzing potential connection routes between Washington Street and the SR-91 has been adopted. Analysis of the fore mentioned connection route should; at a minimum include the area bounded by Mary Street, Adams Street, Dufferin Street, and SR-91. | The Project vicinity studied in this EIR and the Traffic Impact Analysis includes the roadways identified in Policy CCM-4.2. Overlook Parkway would not be connected under this scenario. Nevertheless, this EIR constitutes the analysis at a specific plan level of detail. Therefore, this scenario would be consistent with Policy CCM-4.2. | Overlook Parkway would not be connected under this scenario. Nevertheless, this EIR constitutes the analysis at a specific plan level of detail. Therefore, this scenario would be consistent with Policy CCM-4.2. | The requirement of General Plan 2025 Policy CCM-4.2 for a specific plan level of analysis for the potential connection routes between Washington Street and SR-91 is completed with this EIR. Although the Proposed C Street would not be constructed under this scenario, a detailed study of the traffic associated with the circulation network in this area was completed as part of this project and is included in the Traffic Impact Analysis (see Appendix F). However, in an effort to make the General Plan reflective of this effort, a General Plan Amendment to remove Policy CCM-4.2 from the General Plan 2025 is included as part of this project scenario. Therefore, this scenario would have no effect on Policy CCM-4.2 as it would be removed from City policy. | The requirement of General Plan 2025 Policy CCM-4.2 for a specific plan level of analysis for the potential connection routes between Washington Street and SR-91 refers to a detailed study of the traffic associated with the circulation network in this area, which was completed as part of this project and is included in the Traffic Impact Analysis (see Appendix F). Therefore, this scenario would be consistent with Policy CCM-4.2. |
| Policy CCM-4.3 | Ensure that LOS D or better is maintained along Victoria Avenue for intersections related to the Overlook Parkway extension (i.e. Proposed C Street). For more information on Victoria Avenue see LU-13 and CCM-2.14 | The Proposed C Street would not be constructed under this scenario. Therefore, this scenario would have no effect on Policy CCM-4.3. | The Proposed C Street would not be constructed under this scenario. Therefore, this scenario would have no effect on Policy CCM-4.3. | Overlook Parkway would be completed under Scenario 3; however, Proposed C Street from Washington Street to Victoria Avenue is not proposed to be constructed as part of this scenario. Therefore, this scenario would have no effect on Policy CCM-4.3. | Overlook Parkway would be completed under Scenario 4, and the Proposed C Street from Washington Street to Victoria Avenue is included as part of this scenario. The Proposed C Street would connect to Victoria Avenue at the existing Madison Street intersection. Operations at this intersection are projected to operate at an LOS of E-F with the proposed improvements, and cannot be mitigated. Therefore, this scenario would <u>not be consistent</u> with Policy CCM-4.3. |

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BALBOA PARK MASTER PLAN - PROJECT CONSISTENCY
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| Policy CCM-4.4 | Prohibit the removal of the Crystal View Terrace barrier prior to construction of the Overlook Parkway bridge across the Alessandro Arroyo. | Under this scenario, the gates at Crystal View Terrace would remain closed, and no connection of Overlook Parkway would occur. Therefore, this scenario would be consistent with Policy CCM-4.4. | Under Scenario 2, the gates on Crystal View Terrace and Green Orchard Place would be removed; however, no connection of Overlook Parkway over the Alessandro Arroyo would be constructed. The traffic analysis discloses the changes in traffic volumes and delays that would occur if the gates are removed prior to the construction of Overlook Parkway. This scenario would not be consistent with CCM-4.4, and to address this inconsistency a general plan amendment to remove this policy is proposed as part of Scenario 2. Therefore, this scenario would have no effect on Policy CCM-4.4 as it would be removed from City policy. | Under Scenario 3, Overlook Parkway would be connected over the Alessandro Arroyo and easterly to Alessandro Blvd. Only after the completion of these improvements would the gate be removed, allowing though traffic on Crystal View Terrace. Therefore, this scenario would be consistent with Policy CCM-4.4. | Under Scenario 4, Overlook Parkway would be connected over the Alessandro Arroyo and easterly to Alessandro Boulevard. Only after the completion of these improvements would the gate be removed, allowing though traffic on Crystal View Terrace. Therefore, this scenario would be consistent with Policy CCM-4.4. |
| Policy CCM-7.1 | Discourage and/or prevent regional cut-through traffic in residential neighborhoods through the employment of traffic-calming measures within Riverside. | The gates at Crystal View Terrace and Green Orchard Place would remain closed under Scenario 1, and continue to serve as traffic-calming measures for the surrounding neighborhoods. Additionally, the speed bumps presently in place on Crystal View Terrace and Green Orchard Place would continue to serve as traffic-calming measures. Therefore, this scenario would be consistent with Policy CCM-7.1. | Overlook Parkway would not be connected under this scenario; however, the gates presently in place at both Crystal View Terrace and Green Orchard Place would be removed, thereby, allowing the potential for cut-through traffic within existing residential neighborhoods as depicted in the Figure 4-2 of the TIA (which illustrates the difference in trip distribution between Scenario 1 and Scenario 2). Removal of the gates would result in additional traffic on local streets, as discussed under CCM-2.8, above. However, the speed bumps presently in place on Crystal View Terrace and Green Orchard Place would continue to serve as traffic-calming measures on both streets. Therefore, Scenario 2 would be consistent with Policy CCM-7.1. | Under Scenario 3, Overlook Parkway would be connected easterly to Alessandro Boulevard and over the Alessandro Arroyo. Only after the completion of these improvements would the gates be removed, allowing though traffic on Crystal View Terrace and Green Orchard Place to be diverted onto Overlook Parkway. Because this scenario will minimize cut-through traffic in residential neighborhoods with the construction of Overlook Parkway, it would be consistent with CCM-7.1. | Under Scenario 4, Overlook Parkway would be connected easterly to Alessandro Boulevard and over the Alessandro Arroyo. Additionally, Proposed C Street would be constructed as four-lane arterial connecting Washington Street and Victoria Avenue. Only after the completion of Overlook Parkway, and funding and the acquisition of rights-of-way for Proposed C Street, would the gates be removed, allowing though traffic on Crystal View Terrace and Green Orchard Place to be diverted onto Overlook. This will minimize cut-through traffic in residential neighborhoods. Therefore, this scenario would be consistent with CCM-7.1. |

**LAND USE/GENERAL PLAN CONSISTENCY ANALYSIS
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| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
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| Policy CCM-7.4 | Limit local roadway improvements to those that are necessary to support proposed General Plan land uses. | No local roadway improvements are proposed under this scenario. Therefore, this scenario would be consistent with Policy CCM-7.4. | No local roadway improvements are proposed under this scenario. Therefore, this scenario would be consistent with Policy CCM-7.4. | Local roadway improvements proposed under this scenario are consistent with the Master Plan of Roadways (Figure CCM-4) and are needed to support the General Plan 2025 land uses. Improvements are limited to roadways and intersections and would not change or alter General Plan 2025 land uses. Therefore, this scenario would be consistent with Policy CCM-7.4. | Local roadway improvements proposed under this scenario are consistent with the Master Plan of Roadways (Figure CCM-4) and are needed to support the General Plan 2025 land uses. Improvements are limited to roadways and intersections and would not change or alter General Plan 2025 land uses. Therefore, this scenario would be consistent with Policy CCM-7.4. |
| Policy CCM-7.5 | Discourage improvements beyond those contained in the Circulation and Community Mobility Element to accommodate additional regional traffic. | No street improvements would be constructed under this scenario. Therefore, this scenario would be consistent with Policy CCM-7.5. | No street improvements would be constructed under this scenario. Therefore, this scenario would be consistent with Policy CCM-7.5. | Overlook Parkway would be connected under Scenario 3, as called for in the General Plan 2025 Circulation and Community Mobility Element. Therefore, this scenario would be consistent with Policy CCM-7.5. | Under Scenario 4, Overlook Parkway would be connected, as called for in the General Plan 2025. The 4-lane Proposed C Street from Washington Street to Victoria Avenue also is included as part of this scenario. This scenario would be consistent with the Master Plan of Roadways (Figure CCM-4). Therefore, this scenario would be consistent with Policy CCM-7.5. |
| Policy CCM-10.1 | Ensure the provision of bicycle facilities consistent with the Bicycle Master Plan. | No circulation improvements would be constructed under this scenario, including the Class II bikeway connection along Overlook Parkway, identified on the General Plan 2025 Master Plan for Trails and Bikeways exhibit. However, this scenario would not change the Master Plan of Roadways (Figure CCM-4) and therefore, the opportunity to connect Overlook Parkway over the arroyo would still exist in the future, as well as providing a westerly connection to the SR-91 and with these connections would come the planned bicycle facilities. Therefore, this scenario would be consistent with Policy CCM-10.1. | No circulation improvements would be constructed under this scenario, including the Class II bikeway connection along Overlook Parkway, identified on the General Plan 2025 Master Plan for Trails and Bikeways exhibit. However, this scenario would not change the Master Plan of Roadways (Figure CCM-4) and therefore, the opportunity to connect Overlook Parkway over the arroyo would still exist in the future, as well as providing a westerly connection to the SR-91 and with these connections would come the planned bicycle facilities. Therefore, this scenario would be consistent with Policy CCM-10.1. | The Class II bikeway connection along Overlook Parkway, identified on the General Plan 2025 Master Plan for Trails and Bikeways exhibit would be constructed under Scenario 3. Therefore, this scenario would be consistent with Policy CCM-10.1. | The Class II bikeway connection along Overlook Parkway, identified on the General Plan 2025 Master Plan for Trails and Bikeways exhibit would be constructed under Scenario 4. Therefore, this scenario would be consistent with Policy CCM-10.1. |

**TABLE 4.1-1
BALBOA PARK MASTER PLAN - PROJECT CONSISTENCY
(continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
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| Policy CCM-10.11 | Provide sufficient paved surface width to enable bicycle traffic to share the road with motor vehicles where traffic volumes and conditions warrant. | No improvements would be constructed under this scenario, including the Class II bikeway connection along Overlook Parkway, identified on the General Plan 2025 Master Plan for Trails and Bikeways exhibit. However, this scenario would not change the Master Plan of Roadways (Figure CCM-4) and therefore, the opportunity to connect Overlook Parkway over the arroyo would still exist in the future, as well as providing a westerly connection to the SR-91 and with these connections would come the planned bicycle facilities. Therefore, this scenario would be consistent with Policy CCM-10.11. | No improvements would be constructed under this scenario, including the Class II bikeway connection along Overlook Parkway, identified on the General Plan 2025 Master Plan for Trails and Bikeways exhibit. However, this scenario would not change the Master Plan of Roadways (Figure CCM-4) and therefore, the opportunity to connect Overlook Parkway over the arroyo would still exist in the future, as well as providing a westerly connection to the SR-91 and with these connections would come the planned bicycle facilities. Therefore, this scenario would be consistent with Policy CCM-10.11. | The Class II bikeway connection along Overlook Parkway, identified on the General Plan 2025 Master Plan for Trails and Bikeways exhibit would be constructed under Scenario 3. Therefore, this scenario would be consistent with Policy CCM-10.11. | The Class II bikeway connection along Overlook Parkway, identified on the General Plan 2025 Master Plan for Trails and Bikeways exhibit would be constructed under Scenario 4. Therefore, this scenario would be consistent with Policy CCM-10.11. |

**LAND USE/GENERAL PLAN CONSISTENCY ANALYSIS
FOR THE CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT (continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
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| <i>Historic Preservation Element</i> | | | | | |
| Policy HP-1.2 | The City shall assume its direct responsibility for historic preservation by protecting and maintaining its publicly owned cultural resources. Such resources may include, but are not limited to, buildings, monuments, landscapes, and right-of-way improvements, such as retaining walls, granite curbs, entry monuments, light standards, street trees, and the scoring, dimensions, and patterns of sidewalks, driveways, curbs and gutters. | No street improvements are proposed under this scenario. However, if this scenario were selected, off-site mitigation for traffic impacts to Victoria Avenue could result in significant impacts to the historical resource. While indirect impacts to Victoria Avenue are considered significant and unavoidable, the City maintains responsibility for historic preservation of this resource and mitigates impacts to the greatest extent practicable. Therefore, Scenario 1 would be consistent with HP-1.2. | No street improvements are proposed under this scenario. However, if this scenario were selected, off-site mitigation for traffic impacts to Victoria Avenue could result in significant impacts to the historical resource. While indirect impacts to Victoria Avenue are considered significant and unavoidable, the City maintains responsibility for historic preservation of this resource and mitigates impacts to the greatest extent practicable. Therefore, Scenario 2 would be consistent with HP-1.2. | Overlook Parkway would be connected under Scenario 3; however, Proposed C Street from Washington Street to Victoria Avenue would not be constructed as part of this proposed scenario. However, if this scenario were selected, off-site mitigation for traffic impacts to Victoria Avenue could result in significant impacts to the historical resource. While indirect impacts to Victoria Avenue are considered significant and unavoidable, the City maintains responsibility for historic preservation of this resource and mitigates impacts to the greatest extent practicable. Therefore, Scenario 3 would be consistent with HP-1.2. | Overlook Parkway would be connected under Scenario 4, and the Proposed C Street from Washington Street to Victoria Avenue would be designed and constructed. The alignment and improvements associated with the Proposed C Street would result in significant impacts to Victoria Avenue. If this scenario were selected, additional off-site mitigation for traffic impacts to Victoria Avenue could result in significant impacts to the historical resource. While both the direct and indirect impacts to Victoria Avenue are considered significant and unavoidable, the City maintains responsibility for historic preservation of this resource and mitigates impacts to the greatest extent practicable. Therefore, this scenario would be consistent with HP-1.2. |

**TABLE 4.1-1
BALBOA PARK MASTER PLAN - PROJECT CONSISTENCY
(continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
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| Policy HP-1.4 | The City shall protect natural resources such as geological features, heritage trees, and landscapes in the planning and development review process and in park and open space planning. | No street improvements would be constructed under this scenario, and therefore, no impacts to natural resources or landscapes would occur. Off-site mitigation for traffic impacts to Victoria Avenue would be required for this scenario; however, those improvements would require limited grading. The City would minimize disturbance of existing natural resources, and protect any trees that contribute to the historic character of Victoria Avenue. Therefore, Scenario 1 would be consistent with HP-1.4. | No street improvements would be constructed under this scenario, and therefore, no impacts to natural resources or landscapes would occur. Off-site mitigation for traffic impacts to Victoria Avenue would be required for this scenario; however, those improvements would require limited grading. The City would minimize disturbance of existing natural resources, and protect any trees that contribute to the historic character of Victoria Avenue. Therefore, Scenario 2 would be consistent with HP-1.4. | In order to minimize the size of the bridge deck over the arroyo, two bridges are proposed: one for eastbound travel lanes and one for westbound travel lanes. No impacts to geological features, heritage trees, and landscapes would occur with implementation of this scenario. Off-site mitigation for traffic impacts to Victoria Avenue would be required for this scenario; however, those improvements would require limited grading. The City would minimize disturbance of existing natural resources, and protect any trees that contribute to the historic character of Victoria Avenue. Therefore, Scenario 3 would be consistent with HP-1.4. | In order to minimize the size of the bridge deck over the arroyo, two bridges are proposed: one for eastbound travel lanes and one for westbound travel lanes. The proposed alignment for the Proposed C Street would not result in impacts to biological, geological resources, or heritage trees. Designs for the intersection of Victoria Avenue and the Proposed C Street protect the mature palms in the landscaped area. If any are removed or relocated as part of the intersection improvements, mitigation is required that would ensure the trees are relocated or replaced consistent with the height and groupings of the existing landscaping. Off-site mitigation for traffic impacts to Victoria Avenue would be required for this scenario; however, those improvements would require limited grading. The City would minimize disturbance of existing natural resources, and protect any trees that contribute to the historic character of Victoria Avenue. Therefore, Scenario 4 would be consistent with HP-1.4. |

**LAND USE/GENERAL PLAN CONSISTENCY ANALYSIS
FOR THE CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT (continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
|--|---|---|---|---|---|
| Policy HP-5.2 | The City shall use its design and plot plan review processes to encourage the compatibility of street design, public improvements, and utility infrastructure with cultural resources and historic districts. | <p>No street improvements would be constructed under this scenario. However, if this scenario were selected, traffic mitigation would be required at six intersections. These improvements could have the potential to result in significant historical resources impacts to Victoria Avenue. Additionally, offsite impacts along Victoria Avenue, an historic roadway, would occur that would require mitigation to improve roadway operations.</p> <p>However, the City will require that those feasible roadway improvements be subject to design and plot plan review to ensure compatibility of street design, public improvements, and utilities to the greatest extent practicable. Therefore, Scenario 1 would be consistent with HP-5.2.</p> | <p>No street improvements would be constructed under this scenario. However, if this scenario were selected, traffic mitigation would be required at 13 intersections. These improvements could have the potential to result in significant historical resource impacts to Victoria Avenue. Additionally, offsite impacts along Victoria Avenue, an historic roadway, would occur that would require mitigation to improve roadway operations.</p> <p>However, the City will require that those feasible roadway improvements be subject to design and plot plan review to ensure compatibility of street design, public improvements, and utilities to the greatest extent practicable. Therefore, Scenario 2 would be consistent with HP-5.2.</p> | <p>Overlook Parkway would be connected under Scenario 3; however, the Proposed C Street from Washington Street to Victoria Avenue, a significant historical resource, would not be included as part of this proposed scenario. If this scenario were selected, off-site traffic mitigation would be required at 19 intersections. These improvements could have the potential to result in significant historical resources impacts to Victoria Avenue. Additionally, offsite impacts along Victoria Avenue, an historic roadway, would occur that would require mitigation to improve roadway operations.</p> <p>However, the City will require that those feasible roadway improvements be subject to design and plot plan review to ensure compatibility of street design, public improvements, and utilities to the greatest extent practicable. Therefore, Scenario 3 would be consistent with HP-5.2.</p> | <p>Overlook Parkway would be connected and the Proposed C Street from Washington Street to Victoria Avenue would be included as part of this scenario. Intersection improvements necessitated by the Proposed C Street connection to Victoria Avenue (including signalization, curbs, and extension of the median) would result in significant unmitigable impacts to the Victoria Avenue, a designated historical resource.</p> <p>Additionally, if this scenario were selected, traffic mitigation would be required at 14 intersections. These improvements, along with offsite impacts along Victoria Avenue, could have the potential to result in significant historical resources impacts to Victoria Avenue.</p> <p>However, the City will require that those feasible roadway improvements be subject to design and plot plan review to ensure compatibility of street design, public improvements, and utilities to the greatest extent practicable. Therefore, Scenario 4 would be consistent with HP-5.2.</p> |
| Land Use and Urban Design Element | | | | | |
| Policy LU-5.1 | Minimize public and private development in and in close proximity to any of the City's arroyos. | No street improvements would be constructed under this scenario. Therefore, this scenario would be consistent with Policy LU-5.1. | No street improvements would be constructed under this scenario. Therefore, this scenario would be consistent with Policy LU-5.1. | Under Scenario 3, Overlook Parkway would be extended across the Alessandro Arroyo. In order to minimize the size of the bridge deck over the arroyo, two bridges are proposed: one for eastbound travel lanes and one for westbound travel lanes. This Scenario would be consistent with LU-5.1. | Under Scenario 4, Overlook Parkway would be extended across the Alessandro Arroyo. In order to minimize the size of the bridge deck over the arroyo, two bridges are proposed: one for eastbound travel lanes and one for westbound travel lanes. This Scenario would be consistent with LU-5.1. |

**TABLE 4.1-1
BALBOA PARK MASTER PLAN - PROJECT CONSISTENCY
(continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
|----------------------------------|---|--|--|--|--|
| Policy LU-5.3 | Encourage that any crossings of the City's major arroyos are span bridges or soft bottom arch culverts that minimize disturbance of the ground and any wetland area. At grade crossings are strongly discouraged in major arroyos. To minimize disturbance of the arroyo the design will take into consideration aesthetics, biological, hydrological and permitting e.g., MSHCP, ACOE, DFG) requirements to promote the free movement of water and wildlife. In addition, areas of the arroyo disturbed by construction will be restored consistent with requirements of the MSHCP, as well as the ACOE's 404 Permit Program and DFG's Streambed Alteration Agreement Program as applicable. | No street improvements would be constructed under this scenario. Therefore, this scenario would be consistent with Policy LU-5.3. | No street improvements would be constructed under this scenario. Therefore, this scenario would be consistent with Policy LU-5.3. | <p>Under Scenario 3, Overlook Parkway would be extended across the Alessandro Arroyo. The crossing would be comprised of two bridges, each with one support column, as to minimize ground disturbance within the arroyo.</p> <p>Temporary and permanent impacts to southern willow scrub and jurisdictional waters in the Eastern and Arroyo Survey areas would be less than significant with implementation of mitigation measure (BIO-2), as stated in Chapter 3.3. Therefore, this scenario would be consistent with Policy LU-5.3.</p> | <p>Under Scenario 4, Overlook Parkway would be extended across the Alessandro Arroyo. The crossing would be comprised of two bridges, each with one support column, as to minimize ground disturbance within the arroyo.</p> <p>Temporary and permanent impacts to southern willow scrub and jurisdictional waters in the Eastern and Arroyo Survey areas would be less than significant with implementation of mitigation measure (BIO-2), as stated in Chapter 3.3. Therefore, this scenario would be consistent with Policy LU-5.3.</p> |
| Policy LU-5.6 | The design of the crossing of the Alessandro Arroyo, for the purposes of connecting Overlook Parkway, will be considered through the Specific Plan process noted in policies CCM-4.2 and LU-13.2. The design will address those issues identified in Policy LU-5.3. | Under Scenario 1, Overlook Parkway would not be connected across the Alessandro Arroyo. Nevertheless, this EIR constitutes the analysis at a specific plan level of detail. Therefore, this scenario would be consistent with Policy LU-5.6. | Under Scenario 2, Overlook Parkway would not be connected across the Alessandro Arroyo. Nevertheless, this EIR constitutes the analysis at a specific plan level of detail. Therefore, this scenario would be consistent with Policy LU-5.6. | The design of the crossing of the Alessandro Arroyo, for the purposes of connecting Overlook Parkway, has been developed in accordance with policies CCM-4.2, LU-5.3 and LU-13.2. In addition, this EIR constitutes the analysis at a specific plan level of detail. Therefore, this scenario would be consistent with Policy LU-5.6. | The design of the crossing of the Alessandro Arroyo, for the purposes of connecting Overlook Parkway, has been developed in accordance with policies CCM-4.2, LU-5.3 and LU-13.2. In addition, this EIR constitutes the analysis at a specific plan level of detail. Therefore, this scenario would be consistent with Policy LU-5.6. |

**LAND USE/GENERAL PLAN CONSISTENCY ANALYSIS
FOR THE CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT (continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
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| Policy LU-6.1 | Enforce and adhere to the protections for agricultural areas set forth in Proposition R and Measure C. | No Proposed C Street would be constructed under this scenario; therefore, no impacts to the Arlington Heights Greenbelt would occur. This scenario would not interfere within the protections set forth in Propositions R and Measure C. Therefore, this scenario has no impact on Policy LU-6.1. | No Proposed C Street would be constructed under this scenario; therefore, no impacts to the Arlington Heights Greenbelt would occur. This scenario would not interfere with within the protections set forth in Propositions R and Measure C. Therefore, this scenario has no impact on Policy LU-6.1. | Overlook Parkway would be improved under Scenario 3; however, no Future Parkway through the Arlington Heights Greenbelt is included as part of this proposed scenario. This scenario would not interfere within the protections set forth in Propositions R and Measure C. Therefore, this scenario has no impact on Policy LU-6.1. | Overlook Parkway would be connected under Scenario 4, and the Proposed C Street from Washington Street to Victoria Avenue, through the Arlington Heights Greenbelt, would be constructed under this scenario. It is the City's objective to enforce and adhere to the protections for agricultural areas. The implementation of Scenario 4 would not result in the rezoning of any land within the Project vicinity, and land within the Greenbelt would retain its RA-5 zoning, consistent with the agricultural preservation provisions established by Proposition R and Measure C This scenario would be consistent with Policy LU-6.1 because roadway development within the protected area would be limited to Proposed C Street, which was already contemplated within the currently adopted GP. |
| Policy LU-6.2 | Preserve the viability of the Gage Canal to enable continued agricultural and citricultural uses within the City. | The Proposed C Street would not be constructed under this scenario; therefore, no change to the Gage Canal would result. Therefore, this scenario would be consistent with Policy LU-6.2. | The Proposed C Street would not be constructed under this scenario; therefore, no change to the Gage Canal would result. Therefore, this scenario would be consistent with Policy LU-6.2. | Overlook Parkway would be connected under Scenario 3; however, the Proposed C Street through the Arlington Heights Greenbelt, across the Gage Canal, is not included as part of this proposed scenario. No impacts to the Gage Canal would occur. Therefore, this scenario would be consistent with Policy LU-6.2. | Overlook Parkway would be connected under Scenario 4, and the Proposed C Street would be constructed through the Arlington Heights Greenbelt and across the Gage Canal. The proposed alignment of the Proposed C Street would include a culvert to accommodate the Canal, in a manner as not to impact its viability for water delivery. Therefore, this scenario would be consistent with Policy LU-6.2. |

**TABLE 4.1-1
BALBOA PARK MASTER PLAN - PROJECT CONSISTENCY
(continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
|----------------------------------|---|---|---|--|---|
| Policy LU-11.1 | Recognize parkways as distinctive elements of the City's circulation network. | Overlook Parkway would not be connected under this scenario and the Proposed C Street would not be constructed. Therefore, this scenario would be consistent with Policy LU-11.1. | Overlook Parkway would not be connected under this scenario and the Proposed C Street would not be constructed. Therefore, this scenario would be consistent with Policy LU-11.1. | Under Scenario 3, Overlook Parkway would be connected easterly to Alessandro Boulevard through the construction of a fill crossing and a bridge over the Arroyo. As a designated Scenic Parkway, Overlook Parkway would be required to have additional design and landscape considerations. The proposed improvement plans for both the bridge and fill sections of Overlook Parkway do not include adequate detail to ensure consistency with its General Plan 2025 classification, as a designated "parkway" and Policy LU-11.1; therefore, secondary impacts to aesthetics and community character could occur. However, the City has policies in place to ensure design elements are distinctive. Therefore, Scenario 3 would be consistent with Policy LU-11.1. | Under Scenario 3, Overlook Parkway would be connected easterly to Alessandro Boulevard through the construction of a fill crossing and a bridge over the Arroyo. Also, under Scenario 4, the Proposed C Street would be constructed from Washington Street north and west ending at the intersection of Madison Street and Victoria Avenue. As a designated scenic parkway, Overlook Parkway would be required to have additional design and landscape considerations. The proposed improvement plans for both the bridge and fill sections of Overlook Parkway do not include adequate detail to ensure consistency with the General Plan 2025 classification, as a designated "parkway" and Policy LU-11.1; therefore, secondary impacts to aesthetics and community character could occur. However, the City has policies in place to ensure design elements are distinctive. Therefore, Scenario 4 would be consistent with Policy LU-11.1. |

**LAND USE/GENERAL PLAN CONSISTENCY ANALYSIS
FOR THE CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT (continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | <p style="text-align: center;">Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP</p> <p style="text-align: center;">Consistency Evaluation</p> | <p style="text-align: center;">Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP</p> <p style="text-align: center;">Consistency Evaluation</p> | <p style="text-align: center;">Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington</p> <p style="text-align: center;">Consistency Evaluation</p> | <p style="text-align: center;">Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington</p> <p style="text-align: center;">Consistency Evaluation</p> |
|--------------------------|--|---|---|--|---|
| Policy LU-11.2 | Recognize Victoria Avenue, Magnolia Avenue/Market Street, University Avenue, Van Buren Boulevard, Riverwalk Parkway, La Sierra Avenue, Arlington Avenue, Canyon Crest Drive, and Overlook Parkway as the fundamental elements of the City's parkway landscape network, and components of Riverside Park. | No connection of Overlook Parkway would be constructed under this scenario. Off-site mitigation for traffic impacts to Victoria Avenue would be required for this scenario; however, those improvements would require limited grading and disturbance of existing natural resources. Victoria Avenue is recognized by the City as part of the Riverside Park and any improvements would be required to conform to applicable design guidelines. Therefore, this scenario would be consistent with Policy LU-11.2. | No connection of Overlook Parkway would be constructed under this scenario. Off-site mitigation for traffic impacts to Victoria Avenue would be required for this scenario; however, those improvements would require limited grading and disturbance of existing natural resources. Victoria Avenue is recognized by the City as part of the Riverside Park and any improvements would be required to conform to applicable design guidelines. Therefore, this scenario would be consistent with Policy LU-11.2. | <p>Under Scenario 3, Overlook Parkway would be connected easterly to Alessandro Boulevard through the construction of a fill crossing and a bridge over the Arroyo. However, the City has policies in place to recognize that Overlook Parkway is part of the Riverside Park and ensure design elements are distinctive. The construction of the bridge and fill crossing would be done in a manner that would be consistent with those design guidelines</p> <p>Off-site mitigation for traffic impacts to Victoria Avenue would be required for this scenario; however, those improvements would require limited grading and disturbance of existing natural resources. Victoria Avenue is recognized by the City as part of the Riverside Park and any improvements would be required to conform to applicable design guidelines. Therefore, this scenario would be consistent with Policy LU-11.2.</p> | <p>Under Scenario 3, Overlook Parkway would be connected easterly to Alessandro Boulevard through the construction of a fill crossing and a bridge over the Arroyo. Also, under Scenario 4, the Proposed C Street would be constructed from Washington Street north and west ending at the intersection of Madison Street and Victoria Avenue. The proposed improvement plans for both the bridge and fill sections of Overlook Parkway do not include adequate detail to ensure consistency with its General Plan 2025 classification, as a designated "parkway" and Policy LU-11.1; therefore, secondary impacts to aesthetics and community character could occur. However, the City has policies in place to recognize that Overlook Parkway is part of the Riverside Park and ensure design elements are distinctive.</p> <p>Off-site mitigation for traffic impacts to Victoria Avenue would be required for this scenario; however, those improvements would require limited grading and disturbance of existing natural resources. Victoria Avenue is recognized by the City as part of the Riverside Park and any improvements would be required to conform to applicable design guidelines. Therefore, this scenario would be consistent with Policy LU-11.2.</p> |

**TABLE 4.1-1
BALBOA PARK MASTER PLAN - PROJECT CONSISTENCY
(continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
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| Policy LU-13.2 | <p>Intersection improvements on Victoria Avenue related to the extension of Overlook Parkway (i.e. the "Proposed C Street") shall be determined in conjunction with a specific plan for Overlook Parkway between Alessandro Boulevard and the 91 Freeway.</p> <p>The specific plan shall address the crossing of the Alessandro Arroyo, traffic-calming measures necessary to protect local streets in the area and the extension of Overlook Parkway westerly of the Washington Street/Overlook Parkway intersection. Acceptable levels of service of intersection(s) on Victoria Avenue related to the extension of Overlook Parkway shall be determined as a part of the specific plan process. In any event, all improvements shall be designed to sensitively reflect Victoria Avenue's historic character.</p> | <p>The Proposed C Street would not be constructed under this scenario; nevertheless, this EIR constitutes the analysis at a specific plan level of detail with analysis of the arroyo crossing, traffic calming measures, and the westerly connection. Because this scenario does not involve extension of Overlook Parkway, this scenario would have no effect on Policy LU-13.2.</p> | <p>The Proposed C Street would not be constructed under this scenario; nevertheless, this EIR constitutes the analysis at a specific plan level of detail with analysis of the arroyo crossing, traffic calming measures, and the westerly connection. Because this scenario does not involve extension of Overlook Parkway, this scenario would have no effect on Policy LU-13.2.</p> | <p>Under Scenario 3, Overlook Parkway would be extended easterly to Alessandro Boulevard and across the Alessandro Arroyo. However, the Proposed C Street would not be constructed.</p> <p>The requirement for a specific plan analyzing the potential connection routes between Washington Street and SR-91 refers to a detailed study of the traffic associated with the circulation network in this area, which was completed as part of this project and is included in the Traffic Impact Analysis (see Appendix J). The Traffic Impact Analysis recommended traffic mitigation measures for Scenario 3. If this scenario were selected, mitigation for off-site impacts along Victoria Avenue, identified in Appendix J, could result in significant impacts to the historical resource.</p> <p>Therefore, because a comprehensive planning analysis of the traffic impacts and improvements associated with the completion of Overlook Parkway was completed for this project, this scenario is determined to be consistent with Policy LU-13.2.</p> | <p>Under Scenario 4, Overlook Parkway would be extended easterly to Alessandro Boulevard and across the Alessandro Arroyo. In addition, Proposed C Street would be constructed from Washington Street to Victoria Avenue.</p> <p>The requirement for a specific plan analyzing the potential connection routes between Washington Street and SR-91 refers to a detailed study of the traffic associated with the circulation network in this area, which was completed as part of this project and is included in the Traffic Impact Analysis (see Appendix J). The Traffic Impact Analysis recommended several traffic mitigation measures for Scenario 4. If this scenario were selected, mitigation for off-site impacts along Victoria Avenue, identified in Appendix J, could result in significant impacts to the historical resource.</p> <p>Therefore, because a comprehensive planning analysis of the traffic impacts and improvements associated with the completion of Overlook Parkway was completed for this project, this scenario would be consistent with Policy LU-13.2.</p> |

**LAND USE/GENERAL PLAN CONSISTENCY ANALYSIS
FOR THE CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT (continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
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| Policy LU-17.1 | Develop appropriate streetscape, bicycle and pedestrian improvements. | No connection of Overlook Parkway would occur under this scenario. Therefore, no additional circulation improvements are included under Scenario 1. Therefore, this scenario would be consistent with Policy LU-17.1. | No connection of Overlook Parkway would occur under this scenario. Therefore, no additional circulation improvements are included under Scenario 2. Therefore, this scenario would be consistent with Policy LU-17.1. | Under Scenario 3, Overlook Parkway would be connected easterly to Alessandro Boulevard through construction of a fill crossing and a bridge over the Arroyo. A Class II bike lane is planned for Overlook Parkway and design plans will include bikeways and pedestrian facilities (i.e., curb, gutter and sidewalk) as required by City standards for parkways. Therefore, Scenario 3 will be consistent with Policy LU-17.1. | Under Scenario 3, Overlook Parkway would be connected easterly to Alessandro Boulevard through construction of a fill crossing and a bridge over the Arroyo. Also, under Scenario 4, the Proposed C Street would be constructed from Washington Street north and west ending at the intersection of Madison Street and Victoria Avenue. A Class II bike lane is planned for both Overlook Parkway and Proposed C Street. The design plans will include bikeways and pedestrian facilities (i.e., curb, gutter and sidewalk) as required by City standards. Therefore, Scenario 4 will be consistent with Policy LU-17.1. |

**TABLE 4.1-1
BALBOA PARK MASTER PLAN - PROJECT CONSISTENCY
(continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
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| <i>Noise Element</i> | | | | | |
| Policy N-4.1 | Ensure that noise impacts generated by vehicular sources are minimized through the use of noise reduction features (e.g., earthen berms, landscaped walls, lowered streets, improved technology). | No vehicular noise impacts would be associated with Scenario 1 (refer to Chapter 3.10, Issue 1). Therefore, this scenario would be consistent with Policy N-4.1. | Scenario 2 would result in a direct, significant impact to sensitive receivers located along Overlook Parkway. However, there are existing reverse frontage walls that are approximately six feet high that were not included in the analysis of noise impacts. The frontage wall provides approximately a five dB reduction in traffic noise levels; therefore, mitigating avoiding future impacts related to vehicular noise. Therefore, Scenario 2 would be consistent with Policy N-4.1. | <p>Scenario 3 would result in a direct, significant impact to sensitive receivers located along Madison Street, Overlook Parkway, Victoria Avenue, and Washington Street. Similar to Scenario 2, existing reverse frontage walls along Overlook Parkway will avoid future impacts related to vehicular noise. There are also existing walls along Washington Street; however, as constructed, those walls would not attenuate future noise levels to an appropriate level. Significant impacts from vehicular noise would be minimized but not reduced to a level less than significant.</p> <p>Mitigation of direct impacts to existing residences along Washington Street and Madison Street from traffic on existing roadways would require the construction of new or additional noise barriers on residential properties. Given the potential private property and access issues involved the implementation of identified mitigation measures cannot be guaranteed. While Scenario 3 would not result in new noise attenuation structures, such measures were considered as required by this policy; therefore, this scenario would be consistent with Policy N-4.1.</p> | <p>Scenario 4 would result in a direct, significant impact to sensitive receivers located along Madison Street, Overlook Parkway, Victoria Avenue, and Washington Street. Similar to Scenario 2, existing frontage walls along Overlook Parkway will avoid future impacts related to vehicular noise. There are also existing walls along Washington Street; however, as constructed, those walls would not attenuate future noise levels to an appropriate level. Significant impacts from vehicular noise would be minimized but not reduced to a level less than significant.</p> <p>Mitigation of direct impacts to existing residences along Washington Street and Madison Street from traffic on existing roadways would require the construction of new or additional noise barriers on residential properties. Given the potential private property and access issues involved, the implementation of identified mitigation measures cannot be guaranteed. While Scenario 4 would not result in new noise attenuation structures, such measures were considered as required by this policy; therefore, this scenario would be consistent with Policy N-4.1.</p> |

**LAND USE/GENERAL PLAN CONSISTENCY ANALYSIS
FOR THE CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT (continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
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| <i>Open Space and Conservation Element</i> | | | | | |
| Policy OS-1.1 | Protect and preserve open space and natural habitat wherever possible. | No street improvements would be constructed under this scenario; therefore, no disturbances to natural habitat would occur. Therefore, this scenario would be consistent with Policy OS-1.1. | No street improvements would be constructed under this scenario; therefore, no disturbances to natural habitat would occur. Therefore, this scenario would be consistent with Policy OS-1.1. | <p>Under Scenario 3, Overlook Parkway would be extended across the Alessandro Arroyo, which is a natural landform recognized by the City's Grading Code (Title 17). The crossing would be comprised of two bridges, each with one support column, as to minimize ground disturbance within the arroyo; therefore, the bridge would not impede the open space value of the arroyo.</p> <p>The construction and subsequent operation of a fill crossing and a roadway would temporarily and permanently impact southern willow scrub and jurisdictional resources. Implementation of Mitigation Measure BIO-2 would reduce impacts to less than significant. The Overlook Parkway crossing is contemplated under the General Plan and as such, this scenario would be consistent with Policy OS-1.1.</p> | <p>Under Scenario 4, Overlook Parkway would be extended across the Alessandro Arroyo, which is a natural landform recognized by the City's Grading Code (Title 17). The crossing would be comprised of two bridges, each with one support column, as to minimize ground disturbance within the arroyo; therefore, the bridge would not impede the open space value of the arroyo.</p> <p>The construction and subsequent operation of a fill, a roadway bridge, and the Proposed C Street would temporarily and permanently impact special status and jurisdictional resources. Implementation of Mitigation Measures BIO-2 and BIO-3 would reduce impacts to less than significant. The Overlook Parkway crossing is contemplated under the General Plan and as such, this scenario would be consistent with Policy OS-1.1.</p> |

**TABLE 4.1-1
BALBOA PARK MASTER PLAN - PROJECT CONSISTENCY
(continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
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| Policy OS-1.2 | Design Capital Improvement Program projects, which affect identified open space areas, to support these areas' value as open space. | No street improvements would be constructed under this scenario, and no open space areas would be impacted. Therefore, this scenario would be consistent with Policy OS-1.2. | No street improvements would be constructed under this scenario, and no open space areas would be impacted.. Therefore, this scenario would be consistent with Policy OS-1.2. | Under Scenario 3, Overlook Parkway would be extended across the Alessandro Arroyo, which is a natural landform recognized by the City's Grading Code (Title 17). The crossing would be comprised of two bridges, each with one support column, as to minimize ground disturbance within the arroyo; therefore, the bridge would not impede the open space value of the arroyo. Therefore, this scenario would be consistent with Policy OS-1.2. | <p>Under Scenario 4, Overlook Parkway would be extended across the Alessandro Arroyo, which is a natural landform recognized by the City's Grading Code (Title 17). The crossing would be comprised of two bridges, each with one support column, as to minimize ground disturbance within the arroyo; therefore, the bridge would not impede the open space value of the arroyo.</p> <p>With respect to the Proposed C Street, no dedicated open space preserve areas are located within the proposed alignment for this roadway under Scenario 4. Therefore, this scenario would be consistent with Policy OS-1.2.</p> |
| Policy OS-4.1 | Continue to implement Proposition R and Measure C. | No street improvements would be constructed under this scenario; therefore, this scenario would not interfere with the protections set forth in Propositions R and Measure C. Therefore, this scenario would be consistent with Policy OS-4.1. | No street improvements would be constructed under this scenario; therefore, this scenario would not interfere with the protections set forth in Propositions R and Measure C. Therefore, this scenario would be consistent with Policy OS-4.1. | The completion of Overlook Parkway under Scenario 3 would not conflict with the policies established under Proposition R and Measure C, as the extension would not affect existing agricultural lands. Furthermore, this extension is determined to be necessary infrastructure within developed areas and has been designed in a manner to minimize ground disturbance within the arroyo. Therefore, this scenario would not interfere with the protections set forth in Propositions R and Measure C and would be consistent with Policy OS-4.1. | Both Overlook Parkway the Proposed C Street from Washington Street to Victoria Avenue, would be completed under Scenario 4. With respect to Overlook Parkway, the extension has been designed in a manner to minimize ground disturbance within the arroyo and would not affect existing agricultural lands. The construction of the Proposed C Street through the Arlington Heights Greenbelt would not affect the RA-5 zoning, consistent with the agricultural preservation provisions established by Proposition R and Measure C. Therefore, this scenario would be consistent with Policy OS-4.1. |

**LAND USE/GENERAL PLAN CONSISTENCY ANALYSIS
FOR THE CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT (continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
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| Policy OS-5.1 | Preserve significant habitat and environmentally sensitive areas, including hillsides, rock outcroppings, creeks, streams, viewsheds and arroyos through application of the RC Zone standards and the Hillside/Arroyo standards of the City's Grading Code. | No street improvements would be constructed under this scenario; therefore, no disturbance to significant habitat or environmentally sensitive areas would occur. Therefore, this scenario would be consistent with Policy OS-5.1. | No street improvements would be constructed under this scenario; therefore, no disturbance to significant habitat or environmentally sensitive areas would occur. Therefore, this scenario would be consistent with Policy OS-5.1. | <p>Under Scenario 3, Overlook Parkway would be extended across the Alessandro Arroyo, which is a natural landform recognized by the City's Grading Code (Title 17). The crossing would be comprised of two bridges, each with one support column, as to minimize ground disturbance within the arroyo. The improvements would be in conformance with the Hillside/Arroyo standards of the City's Grading Code.</p> <p>As described above, impacts to sensitive habitat would be mitigated to a level of less than significance under Scenario 3. Therefore, this scenario would be consistent with Policy OS-5.1.</p> | <p>Under Scenario 4, Overlook Parkway would be extended across the Alessandro Arroyo which is a natural landform recognized by the City's Grading Code (Title 17). The crossing would be comprised of two bridges, each with one support column, as to minimize ground disturbance within the arroyo. The improvements would be in conformance with the Hillside/Arroyo standards of the City's Grading Code.</p> <p>As described above, impacts to sensitive habitat would be mitigated to a level of less than significance under Scenario 4. Therefore, this scenario would be consistent with Policy OS-5.1.</p> |
| Policy OS-6.3 | Preserve the integrity of Riverside's arroyos and riparian habitat areas through the preservation of native plants. | No street improvements would be constructed under this scenario; therefore, no impacts to riparian habitat would occur. Therefore, this scenario would be consistent with Policy OS-6.3. | No street improvements would be constructed under this scenario; therefore, no impacts to riparian habitat would occur. Therefore, this scenario would be consistent with Policy OS-6.3. | Under Scenario 3, Overlook Parkway would be extended across the Alessandro Arroyo. The crossing would be comprised of two bridges, each with one support column, as to minimize ground disturbance within the arroyo. As described above, impacts to sensitive habitat would be mitigated to a level of less than significance under Scenario 3. Therefore, this scenario would be consistent with Policy OS-6.3. | Under Scenario 4, Overlook Parkway would be extended across the Alessandro Arroyo. The crossing would be comprised of two bridges, each with one support column, as to minimize ground disturbance within the arroyo. As described above, impacts to sensitive habitat would be mitigated to a level of less than significance under Scenario 4. Therefore, this scenario would be consistent with Policy OS-6.3. |

**TABLE 4.1-1
BALBOA PARK MASTER PLAN - PROJECT CONSISTENCY
(continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
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| Policy OS-10.6 | Continue to enforce RWQCB regulations regarding urban runoff. | No street improvements would be constructed under this scenario; no impacts to water quality would occur. Therefore, this scenario would be consistent with Policy OS-10.6. | No street improvements would be constructed under this scenario; no impacts to water quality would occur. Therefore, this scenario would be consistent with Policy OS-10.6. | Under Scenario 3, Overlook Parkway would be connected between Via Vista Drive and approximately 500 feet west of Sandtrack Road and over the Alessandro Arroyo. Management of construction activities for this scenario would be required to comply with the Construction General Permit. Per this Construction General Permit, the City/and or contractor would be required to submit a Notice of Intent to the SWRCB and prepare a SWPPP detailing the storm water management and erosion and sediment control BMPs. Water quality impacts would be less than significant. Therefore, this scenario would be consistent with Policy OS-10.6. | Under Scenario 4, Overlook Parkway would be connected between Via Vista Drive and approximately 500 feet west of Sandtrack Road and over the Alessandro Arroyo, and the Proposed C Street would be constructed from Washington Street north and west ending at the intersection of Madison Street and Victoria Avenue. Management of construction activities for this scenario would be required to comply with the Construction General Permit. Per this Construction General Permit, the City/and or contractor would be required to submit a Notice of Intent to the SWRCB and prepare a SWPPP detailing the storm water management and erosion and sediment control BMPs. Water quality impacts would be less than significant. Therefore, this scenario would be consistent with Policy OS-10.6. |

**LAND USE/GENERAL PLAN CONSISTENCY ANALYSIS
FOR THE CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT (continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
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| <i>Public Safety</i> | | | | | |
| Policy PS-1.2 | Locate important public facilities of City importance outside of geologically hazardous areas. | No street improvements or public facilities would be constructed under this scenario. Therefore, this scenario would be consistent with Policy PS-1.2. | No street improvements or other public facilities would be constructed under this scenario. Therefore, this scenario would be consistent with Policy PS-1.2. | Under Scenario 3, Overlook Parkway would be extended across the Alessandro Arroyo. Mitigation for Scenario 3 requires that prior to the commencement of construction activities, a geotechnical investigation shall be prepared for each area proposed for development. This would ensure that improvements are sited and designed so as to avoid geologic hazards. Therefore, this scenario would be consistent with Policy PS-1.2. | Under Scenario 4, Overlook Parkway would be extended across the Alessandro Arroyo, and the Proposed C Street would be constructed from Washington Street north and west ending at the intersection of Madison Street and Victoria Avenue. Mitigation for Scenario 4 requires that prior to the commencement of construction activities, a geotechnical investigation shall be prepared for each area proposed for development. This would ensure that improvements are sited and designed so as to avoid geologic hazards. Therefore, this scenario would be consistent with Policy PS-1.2. |

**TABLE 4.1-1
BALBOA PARK MASTER PLAN - PROJECT CONSISTENCY
(continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
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| Policy PS-6.2 | Endeavor to meet/maintain a response time of five minutes for Riverside's urbanized areas. | Historical data indicate that the average response times for the area do not meet the City's response time goals. Average response times from primary response stations to the project area (gates either open or closed) range from 6 minutes 27 seconds to 13 minutes 11 seconds. Under Scenario 1, the gates at both Crystal View Terrace and Green Orchard Place gates would remain in place and would be closed. However, as mitigation for impacts detailed in Section 3.11, and in an effort to improve response times, the gates would be replaced with automated gates to allow for emergency response personnel to operate the gates remotely. This measure is reflective of the City's continued efforts to meet the response time of five minutes within the urbanized areas to the extent practicable. Therefore, Scenario 1 would be consistent with Policy PS-6.2. | Historical data indicate that the response times for the area do not meet the City's response time goals. Average response times from primary response stations to the project area (gates either open or closed) range from 6 minutes 27 seconds to 13 minutes 11 seconds. Under Scenario 2, the gates presently in place at both Crystal View Terrace and Green. As detailed in Section 3.11, the removal of the gates would increase response times and therefore, represent the City's continued effort to meet the response time of five minutes within the urbanized areas to the extent practicable. Therefore, Scenario 2 would be consistent with Policy PS-6.2. | With the connection of Overlook Parkway, response times of primary responders are anticipated to be improved from one- to two-minutes, depending on which fire station the paramedic fire engine is responding from. Therefore, this scenario would be consistent with Policy PS-6.2. | With the connection of Overlook Parkway, and the Proposed C Street, response times of primary responders are anticipated to be improved to one- to two-minutes, depending on which fire station the paramedic fire engine is responding from. Therefore, this scenario would be consistent with Policy PS-6.2. |
| Policy PS-6.10 | Identify noncontiguous streets and other barriers to rapid response and pursue measures to eliminate the barriers. | Under Scenario 1, the gates at both Crystal View Terrace and Green Orchard Place gates would remain in place and be closed, and Overlook Parkway would not be connected. However, the replacement with automated gates to allow for emergency personnel to operate the gates remotely, as detailed in Section 3.11, is reflective of the City's continued efforts to address noncontiguous circulation and roadway barriers that may affect rapid emergency response. Therefore, Scenario 1 would be consistent with Policy PS-6.10 | Under Scenario 2, the gates presently in place at both Crystal View Terrace and Green Orchard Place would be removed allowing for improved emergency response. While Overlook Parkway would not be completed, the improvement to circulation associated with the removal of the gates would reflect compliance with this policy. Therefore, Scenario 2 would be consistent with Policy PS-6.10. | Under Scenario 3, Overlook Parkway would be connected between Via Vista Drive and approximately 500 feet west of Sandtrack Road and over the Alessandro Arroyo. As previously described, response times to the area are anticipated to improve with completion of this Circulation and Community Mobility Element roadway. Therefore, this scenario would be consistent with Policy PS-6.10. | Under Scenario 3, Overlook Parkway would be connected between Via Vista Drive and approximately 500 feet west of Sandtrack Road and over the Alessandro Arroyo, and the Proposed C Street from Washington Street to Victoria Avenue would be constructed. As previously described, response times to the area are anticipated to improve with eastern extension of Overlook Parkway, a Circulation and Community Mobility Element roadway. Therefore, this scenario would be consistent with Policy PS-6.10. |

**LAND USE/GENERAL PLAN CONSISTENCY ANALYSIS
FOR THE CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT (continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
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| <i>Air Quality</i> | | | | | |
| Policy AQ-1.1 | Equitable Decision-Making. Ensure that all land use decisions, including enforcement actions, are made in an equitable fashion to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status or geographic location, from the health effects of air pollution. | Scenario 1 does not propose changes to land uses in the Project vicinity; however, selection of any of the scenarios would result in a decision requiring consideration by the City Council in a public hearing of the impacts and mitigation associated with each scenario. The City is committed to making such decisions equitably, in a manner consistent with this policy. Therefore, Scenario 1 would be consistent with Policy AQ-1.1. | Scenario 2 does not propose changes to land uses in the Project vicinity; however, selection of any of the scenarios would result in a land use decision requiring consideration by the City Council in a public hearing of the impacts and mitigation associated with each scenario. The City is committed to making such decisions equitably, in a manner consistent with this policy. Therefore, Scenario 2 would be consistent with Policy AQ-1.1. | Scenario 3 does not propose changes to land uses in the Project vicinity; however, selection of any of the scenarios would result in a land use decision requiring consideration by the City Council in a public hearing of the impacts and mitigation associated with each scenario. The City is committed to making such decisions equitably, in a manner consistent with this policy. Therefore, Scenario 3 would be consistent with Policy AQ-1.1. | Scenario 4 does not propose changes to land uses in the Project vicinity; however, selection of any of the scenarios would result in a land use decision requiring consideration by the City Council in a public hearing of the impacts and mitigation associated with each scenario, including those impacts related to air quality and the effects on health of localized populations (See Section 3.2 of the DEIR). The City is committed to making such decisions equitably, in a manner consistent with this policy. Therefore, Scenario 4 would be consistent with Policy AQ-1.1. |

**TABLE 4.1-1
BALBOA PARK MASTER PLAN - PROJECT CONSISTENCY
(continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
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| Policy AQ-1.2 | Impacts Review. Consider potential environmental justice issues in reviewing impacts (including cumulative impacts) | Scenario 1, which would maintain the gates and result in no new construction of roadway infrastructure, has been analyzed for potential direct and cumulate impacts and appropriate mitigation within this EIR. Scenario 1 has been reviewed for potential environmental justice issues, including the fair treatment of all people with respect to the development of the proposed Project. Impacts associated with this scenario are determined to be generally equitable and are not concentrated in a neighborhood where environmental impacts have burdened residents of a specific race, color, national origin, or income. Therefore, Scenario 1 would be consistent with Policy AQ-1.2. | Scenario 2, which would result in the removal of the gates and no new construction of roadway infrastructure, has been analyzed for potential direct and cumulate impacts and appropriate mitigation within this EIR. Scenario 2 has been reviewed for potential environmental justice issues, including the fair treatment of all people with respect to the development of the proposed Project. Impacts associated with this scenario t are determined to be generally equitable and are not concentrated in a neighborhood where environmental impacts have burdened residents of a specific race, color, national origin, or income. Therefore, Scenario 2 would be consistent with Policy AQ-1.2. | Scenario 3, which would involve the completion of Overlook Parkway, has been analyzed for potential direct and cumulate impacts and appropriate mitigation within this EIR. Scenario 3 has been reviewed for potential environmental justice issues, including the fair treatment of all people with respect to the development of the proposed Project. Impacts associated with this scenario are determined to be generally equitable and are not concentrated in a neighborhood where environmental impacts have burdened residents of a specific race, color, national origin, or income, Therefore, Scenario 3 would be consistent with Policy AQ-1.2. | Scenario 4, which would involve the completion of Overlook Parkway, as well as the construction of the Proposed C Street, has been analyzed for potential direct and cumulate impacts and appropriate mitigation within this EIR. Scenario 4 has been reviewed for potential environmental justice issues, including the fair treatment of all people with respect to the development of the proposed Project. While greater impacts would occur to the north along Madison Street within the Casa Blanca Community Plan area, those impacts are associated with the existing major arterial connection with SR-91, which is intended to be widened to four lanes by 2035 under the adopted Circulation and Community Mobility Element. This impact is not resultant of a specific land use decision associated with the scenario, but rather a buildout condition associated with the planned circulation network for the City. Therefore, Scenario 4 would be consistent with Policy AQ-1.2. |

**LAND USE/GENERAL PLAN CONSISTENCY ANALYSIS
FOR THE CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT (continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | <p style="text-align: center;">Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP</p> <p style="text-align: center;">Consistency Evaluation</p> | <p style="text-align: center;">Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP</p> <p style="text-align: center;">Consistency Evaluation</p> | <p style="text-align: center;">Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington</p> <p style="text-align: center;">Consistency Evaluation</p> | <p style="text-align: center;">Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington</p> <p style="text-align: center;">Consistency Evaluation</p> |
|--------------------------|--|--|--|--|--|
| Policy AQ-1.20 | Create the maximum possible opportunities for bicycles as an alternative work transportation mode. | No improvements would be constructed under this scenario, including the Class II bikeway connection along Overlook Parkway, identified on the General Plan 2025 Master Plan for Trails and Bikeways exhibit. However, this scenario would not change the Master Plan of Roadways (Figure CCM-4) and therefore, the opportunity to connect Overlook Parkway over the arroyo would still exist in the future, as well as providing a westerly connection to the SR-91 where bicycles could be accommodated. This scenario would be consistent with Policy AQ-1.20 | No improvements would be constructed under this scenario, including the Class II bikeway connection along Overlook Parkway, identified on the General Plan Master Plan 2025 trails and bikeways exhibit. However, this scenario would not change the Master Plan of Roadways (Figure CCM-4) and therefore, the opportunity to connect Overlook Parkway over the arroyo would still exist in the future, as well as providing a westerly connection to the SR-91 where bicycles could be accommodated. This scenario would be consistent with Policy AQ-1.20. | The Class II bikeway connection along Overlook Parkway, identified on the General Plan 2025 Master Plan for Trails and Bikeways exhibit would be constructed under Scenario 3. This scenario would be consistent with Policy AQ-1.20. | The Class II bikeway connection along Overlook Parkway, identified on the General Plan 2025 Master Plan for Trails and Bikeways exhibit would be constructed under Scenario 4. This scenario would be consistent with Policy AQ-1.20. |
| Policy AQ-2.4 | Monitor and strive to achieve performance goals and/or VMT reduction, which are consistent with SCAG's goals | Buildout under Scenario 1 would result in an increase in VMT (when compared to the gates open baseline) because the gates serve as a traffic calming device. However, Scenario 1 would not preclude the construction of Overlook Parkway in the future to improve traffic flow or prevent the City from achieving overarching sustainability goals, including reducing vehicle emissions. In addition, the City would maintain programs related to measuring and monitoring performance goals and striving to meet regional standards. Therefore, Scenario 1 would be consistent with Policy AQ-2.4. | Scenario 2 would result in a net decrease in VMT at buildout (compared to gates closed), and no change in VMT (compared to gates open). In addition, the connection of Overlook Parkway in the future could improve traffic flow. Finally, this scenario would not impede City efforts to reduce vehicle emissions, monitor performance goals, and strive to meet regional standards. Scenario 2 would be consistent with Policy AQ-2.4. | Using Gates Closed as a baseline, Scenario 3 would result in a net decrease in VMT at buildout. When compared to the Gates Open baseline, Scenario 3 would result in a net increase in VMT. Policy AQ-2.4 aims at reducing regional VMT. However, the goal behind this policy is to reduce vehicle emissions. Scenario 3 would connect Overlook Parkway, as called for in the General Plan 2025, and improve traffic flow thereby reducing vehicle emissions. Finally, this scenario would not impede City efforts to achieve overarching sustainability, monitor performance goals, and strive to meet regional standards. Thus, Scenario 3 would be consistent with the intent of Policy AQ-2.4. | Using Gates Closed as a baseline, Scenario 4 would result in a net decrease in VMT at buildout. When compared to the Gates Open baseline, Scenario 4 would result in a net increase in VMT. Policy AQ-2.4 aims at reducing regional VMT. However, the goal behind this policy is to reduce vehicle emissions. Scenario 4 would connect Overlook Parkway, as called for in the General Plan 2025, and improve traffic flow thereby reducing vehicle emissions. Finally, this scenario would not impede City efforts to promote sustainability, monitor performance goals, and strive to meet regional standards. Thus, Scenario 4 would be consistent with the intent of Policy AQ-2.4. |

**TABLE 4.1-1
BALBOA PARK MASTER PLAN - PROJECT CONSISTENCY
(continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
|----------------------------------|--|--|--|---|--|
| Policy AQ-2.10 | Identify and develop non-motorized transportation corridors | No circulation improvements would be constructed under this scenario, including the Class II bikeway connection along Overlook Parkway, identified on the General Plan 2025 Master Plan for Trails and Bikeways exhibit. However, this scenario would not change the Master Plan of Roadways (Figure CCM-4) and therefore, the opportunity to connect Overlook Parkway over the arroyo would still exist in the future, as well as providing a westerly connection to the SR-91 where bicycles could be accommodated. This Scenario would be consistent with Policy AQ-2.10. | No improvements would be constructed under this scenario, including the Class II bikeway connection along Overlook Parkway, identified on the General Plan 2025 Master Plan for Trails and Bikeways exhibit. However, this scenario would not change the Master Plan of Roadways (Figure CCM-4) and therefore, the opportunity to connect Overlook Parkway over the arroyo would still exist in the future, as well as providing a westerly connection to the SR-91 where bicycles could be accommodated. This Scenario would be consistent with Policy AQ-2.10. | The Class II bikeway connection along Overlook Parkway, identified on the General Plan 2025 Master Plan for Trails and Bikeways exhibit would be constructed under Scenario 3. This Scenario would be consistent with Policy AQ-2.10. | The Class II bikeway connection along Overlook Parkway, identified on the General Plan 2025 Master Plan for Trails and Bikeways exhibit would be constructed under Scenario 4. This Scenario would be consistent with Policy AQ-2.10. |
| Policy AQ-2.23 | Preserve transportation corridors with the potential of high demand or of regional significance for future expansion to meet project demand. | No street improvements would be constructed under this scenario; existing roadway classification would be retained. This Scenario would be consistent with Policy AQ-2.23. | Under Scenario 2, no connection of Overlook Parkway would occur; the existing roadway classification would be retained. This Scenario would be consistent with Policy AQ-2.23. | Overlook Parkway would be connected under Scenario 3, as called for in the General Plan 2025. The roadway would consist of two lanes with 88 feet of curb to curb improvements within a 100-foot right-of-way. The right-of-way width would allow for future expansion of the roadway to meet additional demand. This Scenario would be consistent with Policy AQ-2.23. | Overlook Parkway would be connected over the Alessandro Arroyo, as described under Scenario 3, and would allow for expansion to four lanes in the future, if warranted. Also, under Scenario 4, the Proposed C Street would be constructed from Washington Street to Victoria Avenue. This Scenario would be consistent with Policy AQ-2.23. |

**LAND USE/GENERAL PLAN CONSISTENCY ANALYSIS
FOR THE CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT (continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
|--|---|--|--|---|--|
| Neighborhood Plans | | | | | |
| <i>Alessandro Heights</i> Objective LU-33: | Protect and preserve the natural features of Alessandro Heights while continuing to provide opportunities for residential development compatible with the natural environmental features of the area. | No street improvements would be constructed under this scenario; therefore, no impacts to natural features would occur. This Scenario would be consistent with Objective LU-33. | No street improvements would be constructed under this scenario; therefore, no impacts to natural features would occur. This Scenario would be consistent with Objective LU-33. | Under Scenario 3, Overlook Parkway would be extended across the Alessandro Arroyo. The crossing would be comprised of two bridges, each with one support column, as to minimize ground disturbance within the arroyo. This Scenario would be consistent with Objective LU-33. | Under Scenario 4, Overlook Parkway would be extended across the Alessandro Arroyo. The crossing would be comprised of two bridges, each with one support column, as to minimize ground disturbance within the arroyo. This Scenario would be consistent with Objective LU-33. |
| <i>Alessandro Heights</i> Policy LU-33.1 | Ensure that circulation improvements in and through the neighborhood are designed so as to minimally impact the natural qualities and features. | No street improvements would be constructed under this scenario; therefore, no impacts to natural features would occur. This scenario would be consistent with Policy LU-33.1. | No street improvements would be constructed under this scenario; therefore, no impacts to natural features would occur. This scenario would be consistent with Policy LU-33.1. | Under Scenario 3, Overlook Parkway would be extended across the Alessandro Arroyo. The crossing would be comprised of two bridges, each with one support column, as to minimize ground disturbance within the arroyo. This connection was planned as part of the General Plan 2025. This scenario would be consistent with Policy LU-33.1. | Under Scenario 4, Overlook Parkway would be extended across the Alessandro Arroyo. The crossing would be comprised of two bridges, each with one support column, as to minimize ground disturbance within the arroyo. This connection was planned as part of the General Plan 2025. This scenario would be consistent with Policy LU-33.1. |
| <i>Arlington Heights</i> Policy LU-39.1 | Ensure that Victoria Avenue and its cross streets remain accessible to a wide variety of users, emphasizing pedestrian and bicycle access as well as automotive use. | No street improvements are proposed under this scenario. However, off-site improvements to intersections along Victoria Avenue are proposed to reduce potential traffic impacts. Intersection improvements would retain crosswalks and bicycle access; all improvements would be ADA compliant. This scenario would be consistent with Policy LU-39.1. | No street improvements are proposed under this scenario. However, off-site improvements to intersections along Victoria Avenue are proposed to reduce potential traffic impacts. Intersection improvements would retain crosswalks and bicycle access; all improvements would be ADA compliant. This Scenario would be consistent with Policy LU-39.1. | Overlook Parkway would be connected under Scenario 3. The Proposed C Street from Washington Street to Victoria Avenue is not included as part of this scenario. However, off-site improvements to intersections along Victoria Avenue are proposed to reduce potential traffic impacts. Intersection improvements would retain crosswalks and bicycle access; all improvements would be ADA compliant. This scenario would be consistent with Policy LU-39.1. | Overlook Parkway would be connected under Scenario 4, and the Proposed C Street from Washington Street to Victoria Avenue is included as part of this scenario. Crosswalks and bicycle access would be maintained across intersections at Victoria Avenue and all future improvements would be ADA compliant. This scenario would be consistent with Policy LU-39.1. |

**TABLE 4.1-1
BALBOA PARK MASTER PLAN - PROJECT CONSISTENCY
(continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
|--------------------------------------|--|---|---|--|---|
| <i>Casa Blanca</i> Policy LU-44.3 | Continue improving the neighborhood's street system. | While Scenario 1 does not involve the construction of any new roadway infrastructure, it would not preclude the ability of future improvements to the Casa Blanca Community Plan Area street system. Therefore, this scenario would be consistent with the Casa Blanca Community Plan Policy LU-44.3. | While Scenario 2 does not involve the construction of any new roadway infrastructure, it would not preclude the ability of future improvements to the Casa Blanca Community Plan Area street system. Therefore, this scenario would be consistent with the Casa Blanca Community Plan Policy LU-44.3. | Scenario 3 involves the completion of Overlook Parkway. While no improvements are planned as part of the project for this scenario, where potential impacts have been identified, appropriate mitigation measures have been included to improve the Casa Blanca Community Plan area street system. Furthermore, implementation of Scenario 3 would not preclude the City's ability to improve the street system within this neighborhood. Therefore, this scenario would be consistent with the Casa Blanca Community Plan Policy LU-44.3. | Scenario 4 involves the completion of Overlook Parkway, as well as the construction of the Proposed C Street. The improvements at the north end of the Proposed C Street are on the periphery of the Casa Blanca Community Plan area and will overall improve the circulation within this portion of the City, by providing a direct connection to the north, to SR-91. Where potential impacts have been identified for this scenario, appropriate mitigation measures have been included to improve the Casa Blanca Community Plan area street system. Furthermore, implementation of Scenario 4 would not preclude the City's ability to continue to improve the street system within this neighborhood as buildout of the City occurs (Year 2035). Therefore, this scenario would be consistent with the Casa Blanca Community Plan Policy LU-44.3. |

**LAND USE/GENERAL PLAN CONSISTENCY ANALYSIS
FOR THE CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT (continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
|--|--|---|---|--|--|
| <i>Hawarden Hills</i> Objective LU-53 | To preserve the unique environmental, cultural and aesthetic character of Hawarden Drive Special Design Area, generally located between Anna Street and the Alessandro Arroyo, including the Hawarden Hills and its ridgeline. | No street improvements would be constructed under this scenario; therefore, the unique environmental, cultural and aesthetic character of Hawarden Drive Special Design Area would not be affected. This scenario would have no effect on the Hawarden Hills Community Plan Policy LU-53. | No street improvements would be constructed under this scenario; therefore, the unique environmental, cultural and aesthetic character of Hawarden Drive Special Design Area would not be affected. This scenario would have no effect on the Hawarden Hills Community Plan Policy LU-53. | Under Scenario 3, Overlook Parkway would be extended across the Alessandro Arroyo, but not within the area of Hawarden Hills. While the redistribution of traffic associated with Scenario 3 would result in an increase in traffic in the Hawarden Hills area, in proximity to Anna Street and the north end of the Alessandro Arroyo, no significant impacts or improvements to the roadway within this area are required that would affect the unique environmental, cultural and aesthetic character of Hawarden Drive Special Design Area. Therefore, this scenario would have no effect on the Hawarden Hills Community Plan Policy LU-53. | Under Scenario 4, Overlook Parkway would be extended across the Alessandro Arroyo, but not within the area of Hawarden Hills, and the Proposed C Street would be constructed from Washington Street to Victoria Avenue. While the redistribution of traffic associated with Scenario 4 would result in an increase in traffic in the Hawarden Hills area, in proximity to Anna Street and the north end of the Alessandro Arroyo, no significant impacts or improvements to the roadway within this area are required that would affect the unique environmental, cultural and aesthetic character of Hawarden Drive Special Design Area. Therefore, this scenario would have no effect on the Hawarden Hills Community Plan Policy LU-53. |
| <i>Hawarden Hills</i> Policy LU-53.2 | As development occurs, Hawarden Drive Special Design Area shall receive minimum improvements to include street trees, asphaltic berm curbing, decorative street lights and curve markings to the specifications of the City Traffic Engineer. Full dedication of right-of-way to 66-feet shall be required, but pavement widening shall occur only to the extent required for curbing. The treatment of Horace Street from Gage Canal to Hawarden Drive shall complement that of Hawarden Drive. | No street improvements would be constructed under this scenario. Therefore, this scenario would have no effect on the Hawarden Hills Community Plan Policy LU-53.2. | No street improvements would be constructed under this scenario. Therefore, this scenario would have no effect on the Hawarden Hills Community Plan Policy LU-53.2. | Under Scenario 3, Overlook Parkway would be extended across the Alessandro Arroyo, but not within the Hawarden Drive Special Design Area. While the redistribution of traffic associated with Scenario 3 would result in an increase in traffic in the Hawarden Drive Special Design Area, in proximity to Anna Street and the north end of the Alessandro Arroyo, no significant impacts or improvements to the roadway within this area are required. Therefore, this scenario would have no effect on the Hawarden Hills Community Plan Policy LU-53.2. | Under Scenario 4, Overlook Parkway would be extended across the Alessandro Arroyo, but not within the Hawarden Drive Special Design Area, and the Proposed C Street would be constructed from Washington Street to Victoria Avenue. While the redistribution of traffic associated with Scenario 4 would result in an increase in traffic in the Hawarden Drive Special Design Area, in proximity to Anna Street and the north end of the Alessandro Arroyo, no significant impacts or improvements to the roadway within this area are required. Therefore, this scenario would have no effect on the Hawarden Hills Community Plan Policy LU-53.2. |

**TABLE 4.1-1
BALBOA PARK MASTER PLAN - PROJECT CONSISTENCY
(continued)**

| Objective/ Policy No. | General Plan Objective or Policy Recommendation | Scenario 1 Gates closed to through traffic; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 2 Gates removed; No connection of Overlook Parkway Overlook remains on the GP Consistency Evaluation | Scenario 3 Gates removed; Overlook Parkway connected No connection westerly of Washington Consistency Evaluation | Scenario 4 Gates removed; Overlook Parkway connected, and a Future Parkway Constructed westerly of Washington Consistency Evaluation |
|---|---|---|---|---|--|
| <i>Hawarden Hills</i> Policy LU-53.3 | As development occurs, the section of Hawarden Drive from Arlington Avenue to Anna Street shall receive full right-of-way dedication for a 66-foot-wide local street, but shall be widened only to the extent allowed by existing street trees. Improvements shall include street trees, decorative street lights and asphaltic berm curbing. | No street improvements would be constructed under this scenario. Therefore, this scenario would have no effect on the Hawarden Hills Community Plan Policy LU-53.3. | No street improvements would be constructed under this scenario. Therefore, this scenario would have no effect on the Hawarden Hills Community Plan Policy LU-53.3 | Under Scenario 3, Overlook Parkway would be extended across the Alessandro Arroyo. Scenario 3 would not result in the need to either dedicate or construct the portion of Hawarden Drive from Arlington Avenue to Anna Street. Therefore, this scenario would have no effect on the Hawarden Hills Community Plan Policy LU-53.3. | Under Scenario 4, Overlook Parkway would be extended across the Alessandro Arroyo, and the Proposed C Street would be constructed from Washington Street to Victoria Avenue. Scenario 4 would not result in the need to either dedicate or construct the portion of Hawarden Drive from Arlington Avenue to Anna Street. Therefore, this scenario would have no effect on the Hawarden Hills Community Plan Policy LU-53.3. |
| <i>Hawarden Hills</i> Policy LU-53.5 | The Public Works and Public Utilities Departments' staffs shall confer with the Planning and Building Department staff regarding the aesthetic design of any public improvements proposed for Hawarden Drive or for any of the local streets which intersect it. | Scenario 1 would not result in necessary improvements to Hawarden Drive, or any local streets that intersect Hawarden Drive. Therefore, this scenario would have no effect on the Hawarden Hills Community Plan Policy LU-53.5. | Scenario 2 would not result in necessary improvements to Hawarden Drive, or any local streets that intersect Hawarden Drive. Therefore, this scenario would have no effect on the Hawarden Hills Community Plan Policy LU-53.5. | Scenario 3 would result in impacts at Hawarden Drive and Overlook Parkway, requiring a signalization of the intersection when signal warrants are met (MM-S3-INT-13) as compared to both baseline conditions. The Public Works Department will confer with the Planning and Building Department at time of design to ensure that the aesthetic design is compatible with existing community character. Therefore, Scenario 3 would be consistent with the Hawarden Hills Community Plan Policy LU-53.5. | Scenario 3 would result in impacts at Hawarden Drive and Overlook Parkway, requiring a signalization of the intersection when signal warrants are met (MM-S4-INT-14) under both baseline conditions. The Public Works Department will confer with the Planning and Building Department at time of design to ensure that the aesthetic design is compatible with existing community character. Therefore, Scenario 3 would be consistent with the Hawarden Hills Community Plan Policy LU-53.5. |