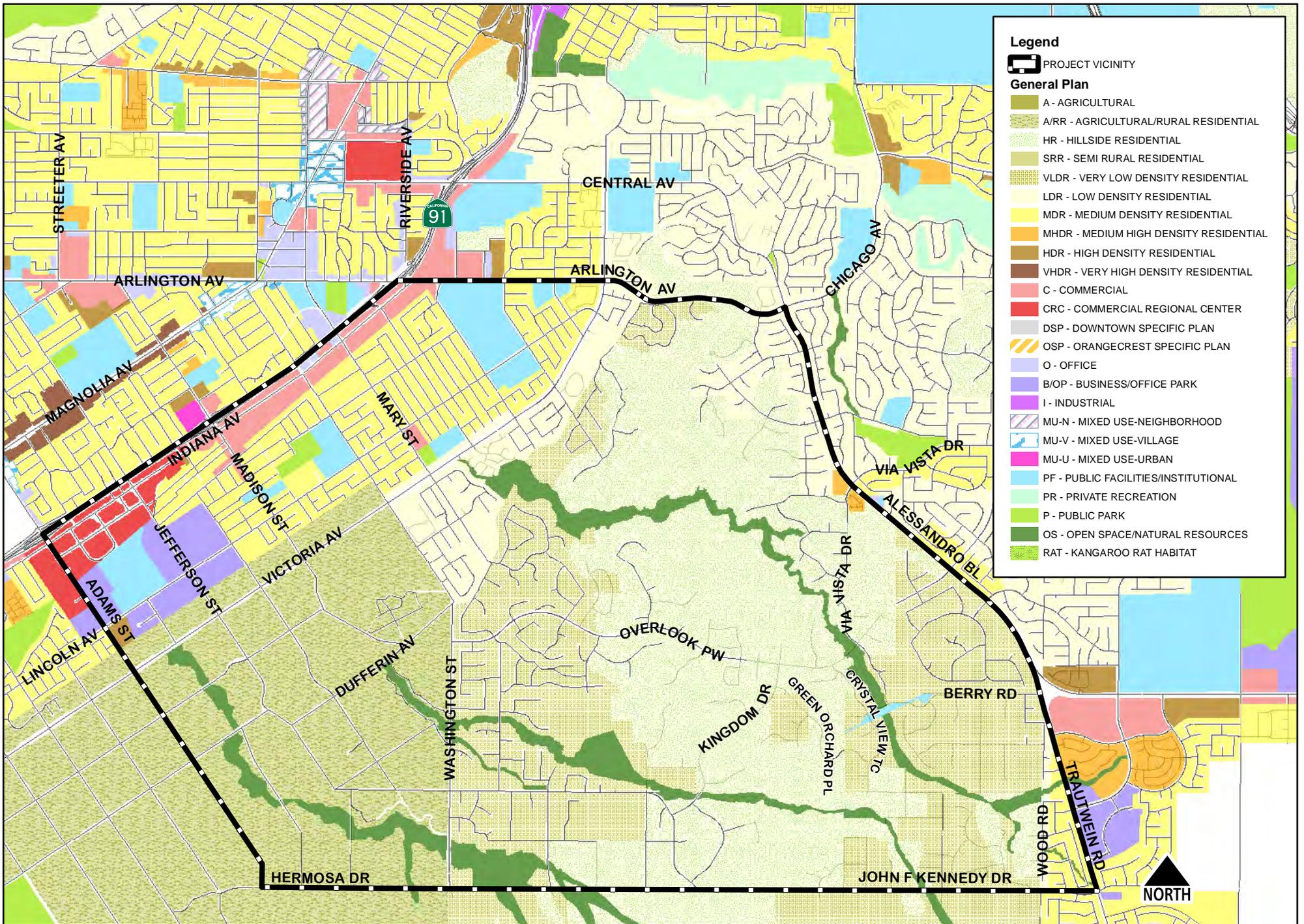
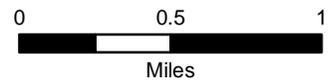
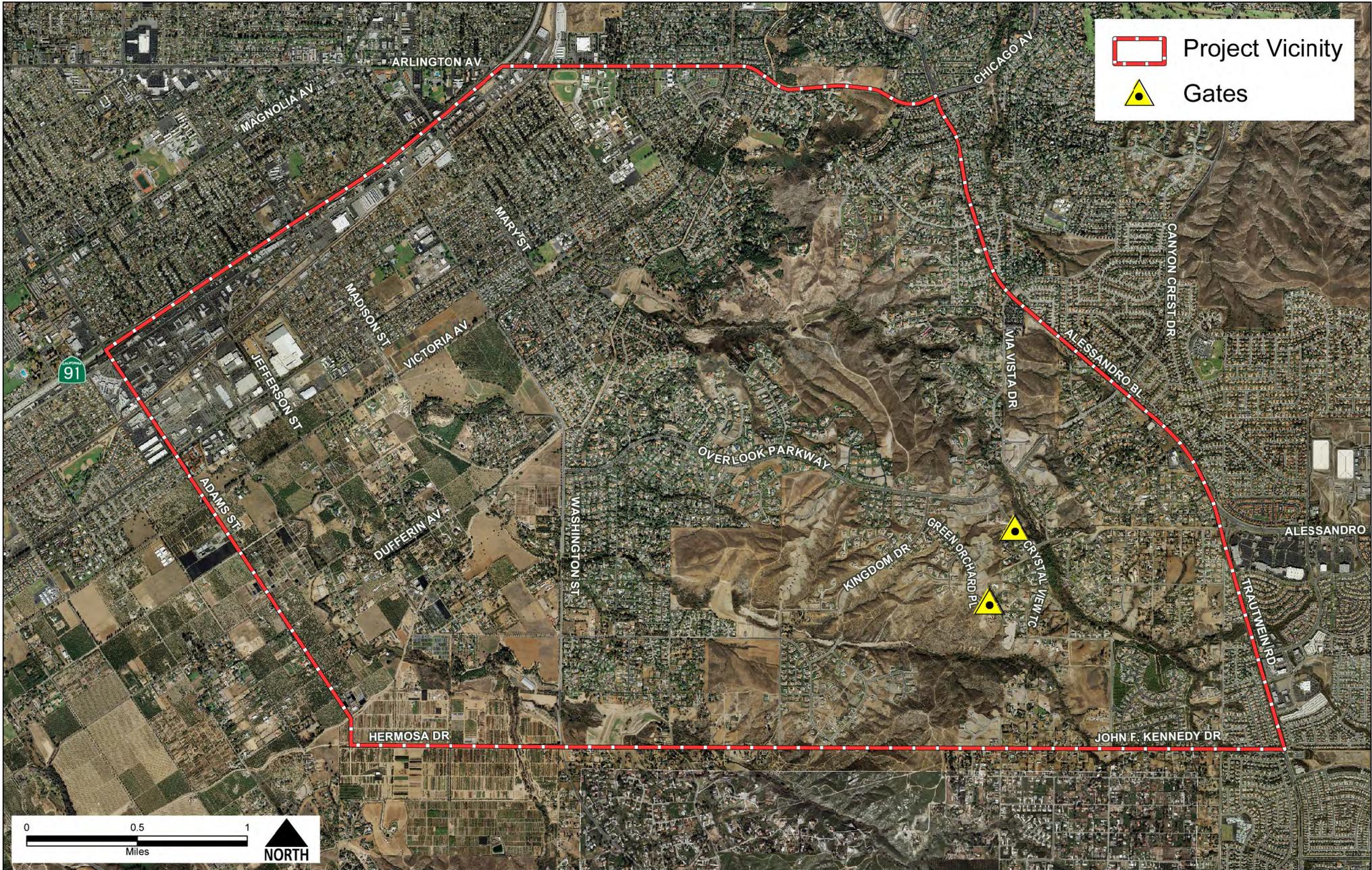


P11-0050/P12-0220, Exhibit 1 - Zoning



P11-0050/P12-0220, Exhibit 2 - General Plan





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

## Timeline

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

*Brockton Avenue – Locust Street – Mary Street – Washington Street*

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

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

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

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

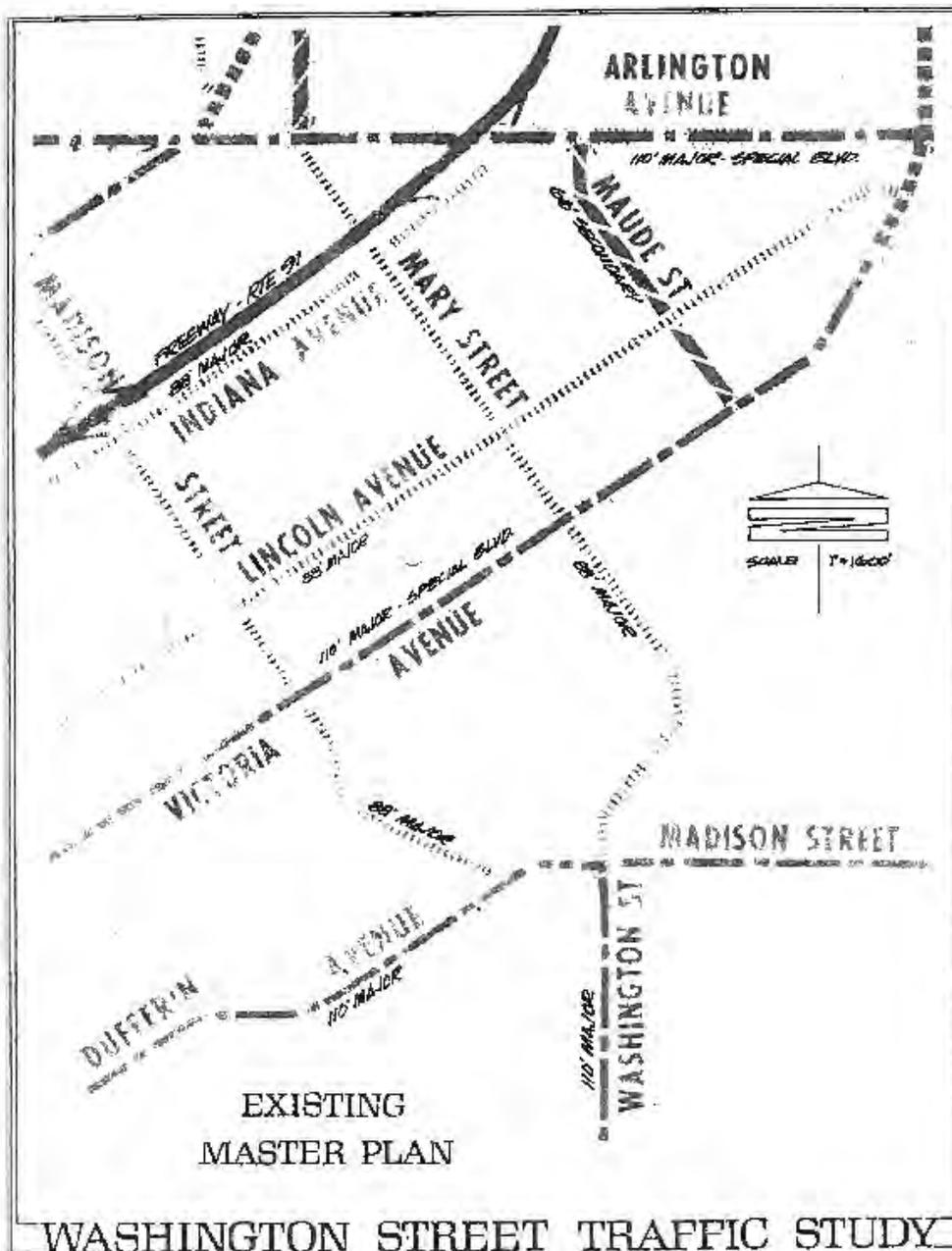


FIGURE 2

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

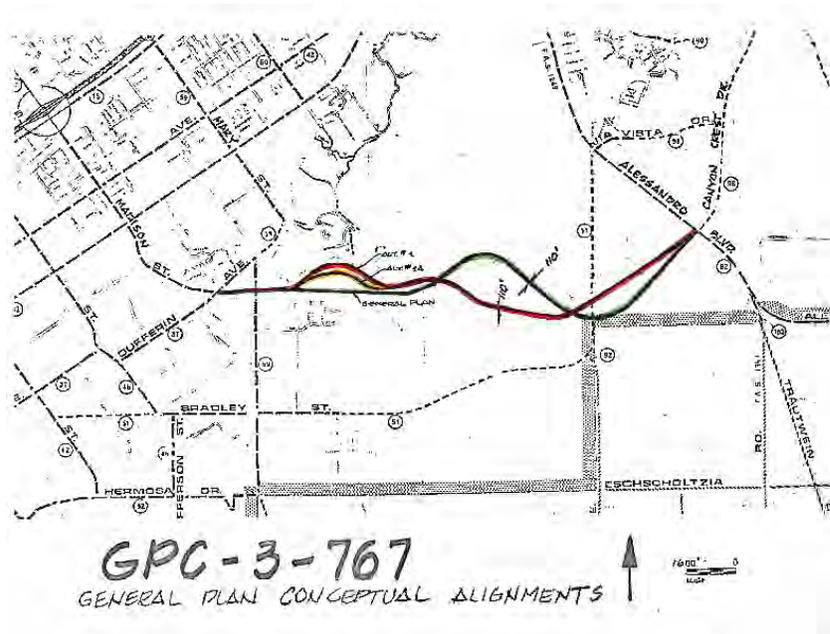
- Widen Washington Street to a high standard two lane roadway from the southerly City limits to the future Mary Street connection;

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

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

- Deleted Mary Street as an 88-foot-wide Major Arterial, between Victoria Avenue on the north and Mary Street's designated conjunction with Washington Street on the south;
- Deleted Madison Street as an arterial between Victoria Avenue and Washington Street; and
- Designated Washington Street between Victoria Avenue and the vicinity of Tiger Tail Drive as an 88-foot-wide Major Arterial.

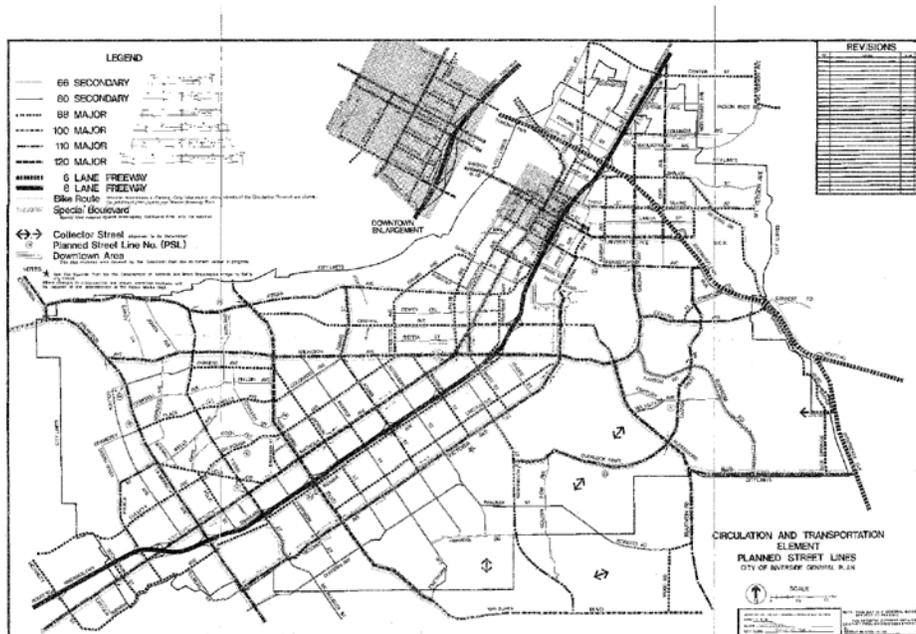
7. **1977** – Concurrently with the above case, the Planning and Public Works Departments were also addressing the alignment of Madison Street between Washington Street and Alessandro Boulevard, particularly as it pertained to Tract Map 8126. Two alternate routes for Madison Street were proposed in addition to the proposed General Plan route under GP-3-767.



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

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

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



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

Evaluation of the alternatives considered three factors:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

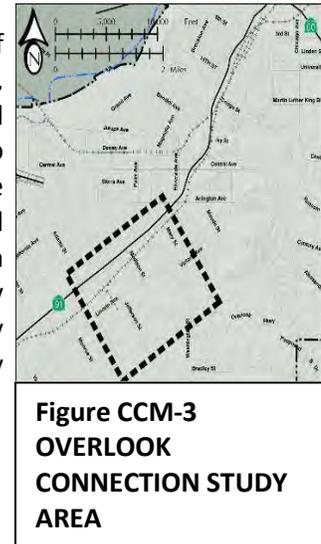
**Policy LU-13.4:** Ensure that the design and development standards for Victoria Avenue encourage pedestrians, bicyclists and equestrian users in addition to automobiles.

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Phase I**

Stop Signs at:

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

Speed Humps at:

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

Travel Lane Narrowing by installation of center lane and bike lanes

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

**Phase IA**

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

**Phase II**

Stop Signs at:

- Privada Lane and Dauchy Avenue

Travel Lane Narrowing by installation of center lane and bike lanes

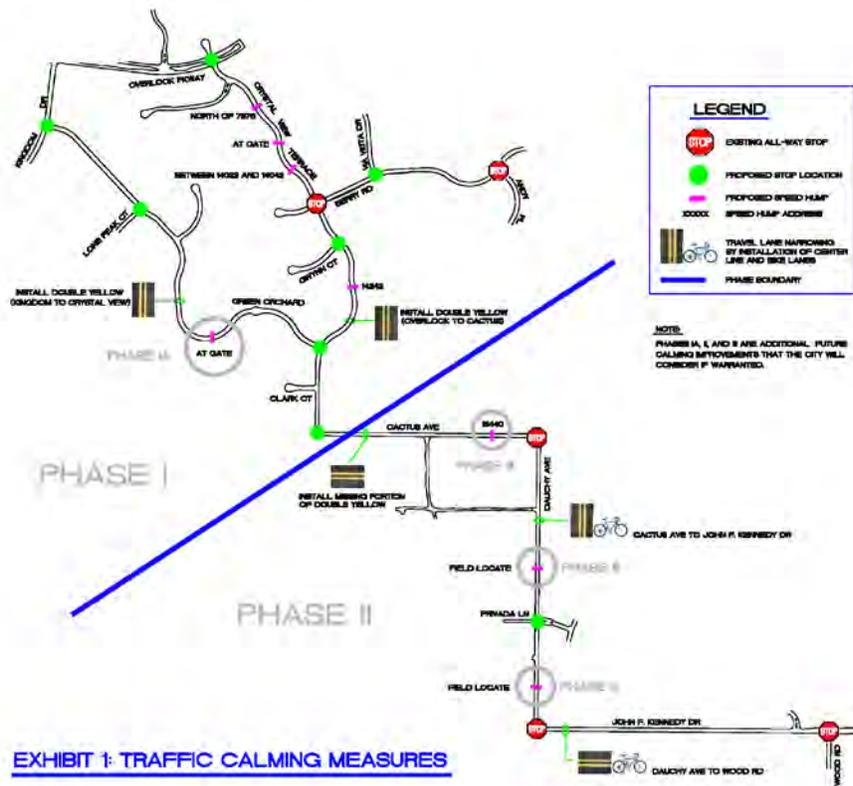
- On Cactus Avenue between Crystal View Terrace and Dauchy Avenue
- On Dauchy Avenue between Cactus Avenue and John F. Kennedy Drive
- On John F. Kennedy Drive between Dauchy Avenue and Wood Road

**Phase III**

Speed Humps at:

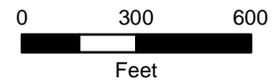
- 2 On Dauchy Avenue between Cactus Avenue and John F. Kennedy Drive

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





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





# Transportation Committee Memorandum

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**TO:** TRANSPORTATION COMMITTEE MEMBERS      **DATE:** Dec. 10, 2009  
**FROM:** COUNCILMEMBER PAUL DAVIS      **ITEM NO:** 1  
WARD 4      **WARD:** 4  
**SUBJECT:** AMENDMENT OF SECTION 16.048.010 OF THE RIVERSIDE  
MUNICIPAL CODE TO CLARIFY THE USE OF THE OVERLOOK  
PARKWAY DEVELOPMENT FEES

**ISSUE:**

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

**RECOMMENDATION:**

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

**BACKGROUND:**

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

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

**FISCAL IMPACT:**

There is no impact caused by this amendment.

Prepared by:

  
\_\_\_\_\_  
Paul Davis  
Councilmember Ward 4

Approved as to form: Gregory P. Priamos, City Attorney

Attachment: Ordinance

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ORDINANCE NO.

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

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

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

**“16.048.010 Purpose.**

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

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

ADOPTED by the City Council this            day of

\_\_\_\_\_  
RONALD O. LOVERIDGE  
Mayor of the City of Riverside

ATTEST

\_\_\_\_\_  
COLLEEN J. NICOL  
City Clerk of the City of Riverside

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

- Ayes:
- Noes:
- Abstain:
- Absent:

IN WITNESS WHEREOF I have hereunto set my hand and affixed the official seal of the City of Riverside, California, this \_\_\_\_\_ day of \_\_\_\_\_

\_\_\_\_\_  
COLLEEN J. NICOL  
City Clerk of the City of Riverside

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CA: 09-2395  
10/30/09



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

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

Both subdivisions have recorded and the gates have been installed.

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

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

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

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

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

Table 1—Crystal View Terrace Traffic Counts

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

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

Table 2—Traffic Speed Study Data

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

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

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

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

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

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

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

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

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

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

**FISCAL IMPACT:**

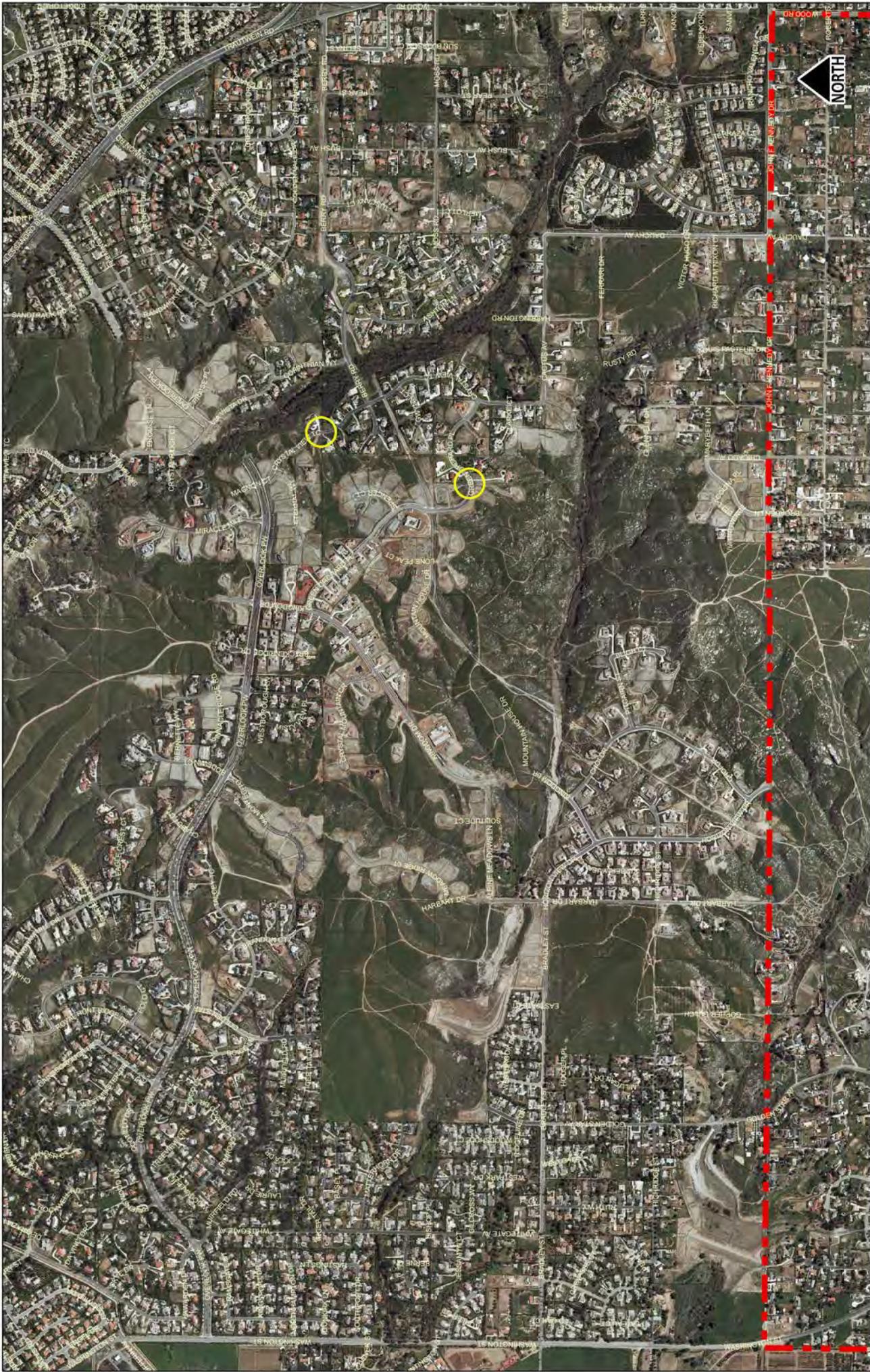
The cost to prepare the EIR is unknown at this time, although it is expected to be over \$300,000 and take approximately 9-12 months to release the draft for public review. Approximately \$450,000 is available in the Overlook Crossing/Alessandro Arroyo Bridge accounts. These funds were collected on the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

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

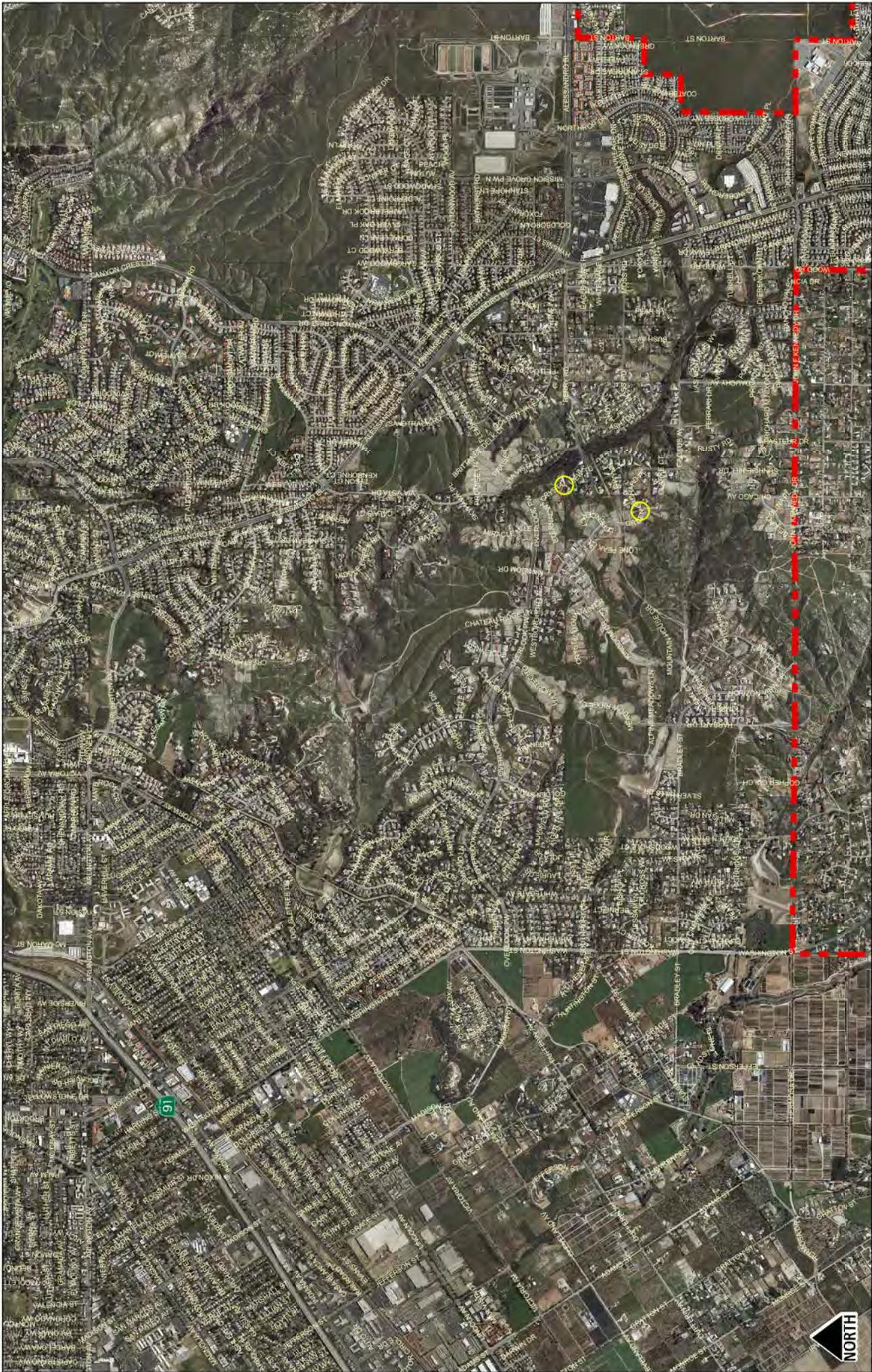
Attachment:

1. Area maps





05 000 W



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

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

**RECEIVED**

**NOV 15 2010**

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

Gentlemen,

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

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

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

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

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

Dear City Clerk,

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

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

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

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

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

Very Truly Yours,

Eugenio Figueros

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

### EARLY TRAFFIC PLANNING

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

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

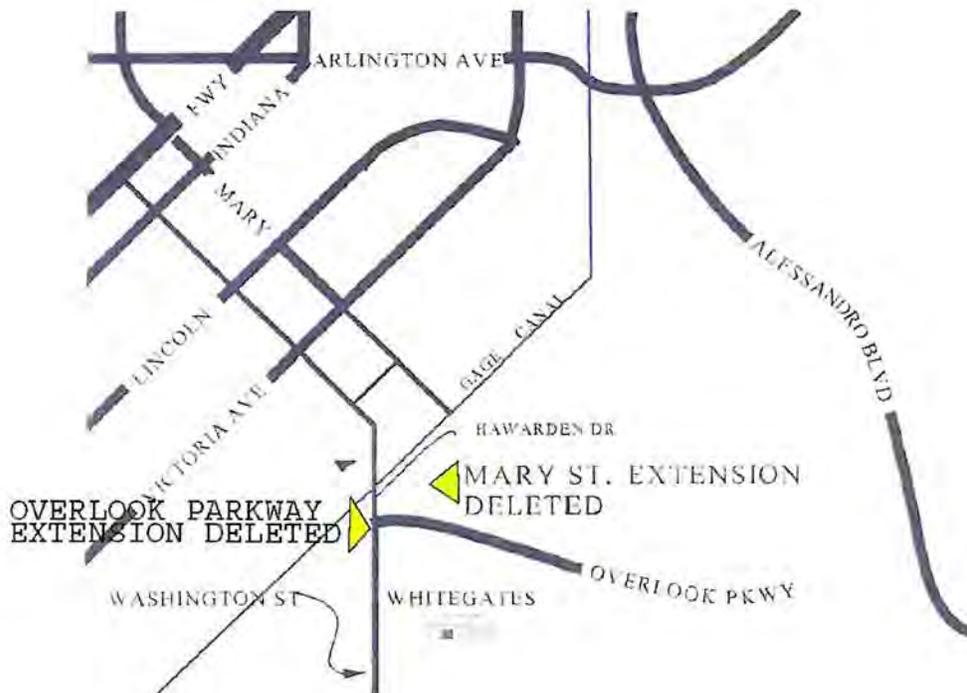
Overlook Parkway was planned to extend west past Washington Street to provide an arterial linkage to the Riverside Freeway at Madison Street.



## THE DELETION OF MARY STREET AND THE OVERLOOK EXTENSIONS

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

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



## THE EXTENSION OF OROZCO DRIVE

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

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



## THE EXTENSION OF WEST HAWARDEN DRIVE

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

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



## FUTURE TRAFFIC FLOWS

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

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

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



## WHY OUR STREETS ARE NOT SUITED TO THROUGH TRAFFIC

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

### MARY STREET

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



Afternoon commuter traffic on Mary Street.

## HAWARDEN WEST OF MARY

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

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

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



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

## HAWARDEN EAST OF MARY

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

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

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



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

## GAINSBOROUGH and OROZCO DRIVES

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

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

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



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

## PUBLIC SAFETY CONCERNS

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



Evidence of where a car left the roadway the night before



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



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

CITY OF RIVERSIDE  
CITY COUNCIL MEMORANDUM

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HONORABLE MAYOR AND CITY COUNCIL

DATE: May 14, 1985

AGENDA ITEM: 31

SUBJECT: TRACT 9006-1 CIRCULATION

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

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

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

RECOMMENDATION

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

PREPARED BY:



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Development

Approved by,



Douglas G. Weiford  
City Manager

RCW/3654M/c

cc: City Attorney  
City Clerk  
Planning v



Clinton Marr, FAIA  
Architect

October 4, 2006

Councilman Dom Betro  
City Council Transportation Committee  
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SUBJECT: Proposed Study of Overlook Parkway Extension

Dear Councilman Betro:

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

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

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

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

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

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

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

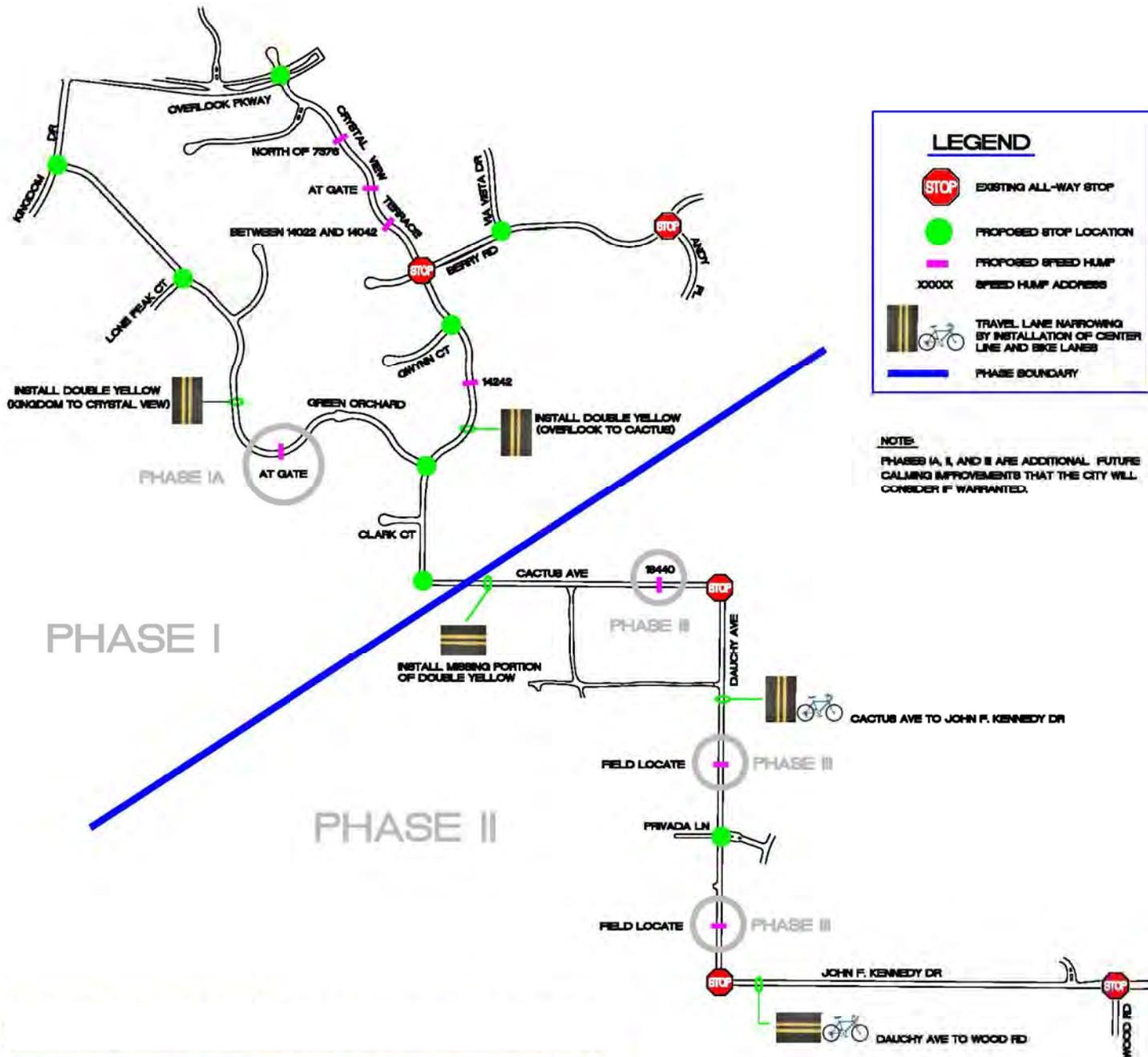
**2003:** Hawarden Drive resident Frank Crowder filed a street closure case with the City to address increasing traffic on west Hawarden Drive. Before Mr. Crowder's case could be formally acted upon, however, City staff convinced him to withdraw it, promising that the neighborhood's traffic concerns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

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

Respectfully,

Clinton Marr  
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Riverside, CA 92506

CC: Planning and Public Works Departments



P11-0050/P12-0220, Exhibit 8 -Traffic Calming Measures