



# City Council Memorandum

**TO: HONORABLE MAYOR AND CITY COUNCIL**      **DATE: December 14, 2010**  
**FROM: COMMUNITY DEVELOPMENT DEPARTMENT**      **ITEM NO: 18**  
**PLANNING DIVISION**      **WARDS: ALL**  
**SUBJECT: CRYSTAL VIEW TERRACE AND GREEN ORCHARD PLACE –**  
**SUPPLEMENTAL APPROPRIATION**

## **ISSUE:**

The City Council is being asked to consider: 1) whether to proceed with the appropriate environmental review to evaluate permanently opening the gates on Crystal View Terrace and Green Orchard Place in relationship to the Overlook Parkway Crossing; 2) approval of the installation of traffic safety measures; and 3) approval of a supplemental appropriation to complete the environmental review.

## **RECOMMENDATIONS:**

That the City Council:

1. Initiate 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. Direct 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. Authorize installation of the Phase 1 traffic safety measures including a combination of traffic stops and speed humps; and
4. Authorize a supplemental appropriation in the amount of \$447,912.22 from the Overlook Parkway Crossing/Alessandro Arroyo Bridge Impact Fee accounts with \$412,013.19 to Account No. 9524028-440304 and \$35,899.03 to Account No. 9524036-440304 to complete the environmental review.

## **TRANSPORTATION COMMITTEE RECOMMENDATIONS:**

On November 15, 2010, the Transportation Committee unanimously, by a vote of 3-0 (with Councilmember Davis substituting for Councilmember Melendrez) to: 1) keep 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; 2) direct staff to implement traffic safety measures; and 3) recommend the City Council: a) initiate the appropriate environmental reviews to consider opening the gates at Crystal View Terrace and Green Orchard Place which will

include review of the Overlook Parkway Crossing; and b) authorize a supplemental appropriation to complete the environmental review from the Overlook Parkway Crossing Impact Fee account.

**BACKGROUND:**

The Transportation Committee report (Attachment 1) provides a significant amount of background information on this matter.

At the November 15, 2010 meeting, nearly 40 people spoke on this issue, the vast majority in favor of leaving the gates open and the need for traffic safety measures should the gates be left open. Following testimony, the Transportation Committee recommended approval of staff recommendations to proceed with the environmental analysis and to authorize a supplemental appropriation from the Overlook Parkway Crossing/Alessandro Arroyo Bridge Impact Fee accounts. In addition, the Transportation Committee recommended that the City Council leave the gates open during the study period, if the information gathered from such an exercise would be helpful in the environmental review analysis. The Committee further recommended development and implementation of traffic safety measures.

The environmental review will 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 will 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 review will also evaluate any traffic that might cut-through the Greenbelt and the impact on Proposition R and Measure C. Other related impacts to be studied include Air Quality, Greenhouse Gasses, Land Use and Biological Resources.

The General Plan 2025 currently includes a policy to “Prohibit the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo” (Policy CCM-4.4). If the City Council determines that the gates should be permanently opened, then a General Plan Amendment will be necessary, see Attachment 1 for more detail.

The Planning Division is currently reviewing proposals from two consultants on a pre-approved consultant panel to complete the environmental documents. The Traffic Engineer for one of the consultants has submitted a letter confirming that the information to be gained by analyzing traffic movements with the gates open is necessary for the preparation of the environmental review (see Attachment 2). Should the City Council direct that the gates remain open, the Public Works Department has developed a three-phase traffic safety proposal for implementation which includes a combination of traffic stops and speed humps (see Attachment 3). Initially, only the Phase 1 is being recommended for implementation. Should additional measures be required, the subsequent phases can be implemented as needed to address traffic conditions. Installation of the traffic safety measures will provide mitigation prior to approval of the project and the traffic data may be slightly skewed downward.

Funding for the environmental review is recommended from 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 the Overlook Parkway Crossing and related studies. In order to consider permanently opening gates on Crystal View Terrace and Green Orchard Place, it necessary to complete an environmental review to consider impacts of the entire vicinity, including the construction of the Overlook Parkway Crossing.

**FISCAL IMPACT:**

The cost to prepare the environmental review is unknown at this time, although it is expected to be over \$400,000, plus a 10% contingency, 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. It is anticipated that the available balance is sufficient to fund preparation of the environmental documents; however, that will not be known for certain until a final Scope of Work is approved.

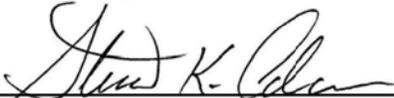
The estimated cost of the traffic safety measures, exclusive of engineering time is:

Phase 1	\$22,000
Phase 1A	\$3,500
Phase 2	\$5,400
Phase 3	\$10,500
<b>TOTAL</b>	<b>\$41,400</b>

Funding for the traffic safety measures is available in the existing Public Works Department budget.

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

Concurs with:




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STEVE K. ADAMS  
 Transportation Committee Chair

Attachments:

1. Transportation Committee Report – November 15, 2010
2. Letter from Iteris dated December 2, 2010
3. Exhibit 1, Traffic Safety Measures



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.

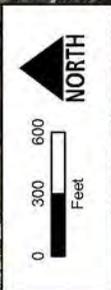
**FISCAL IMPACT:**

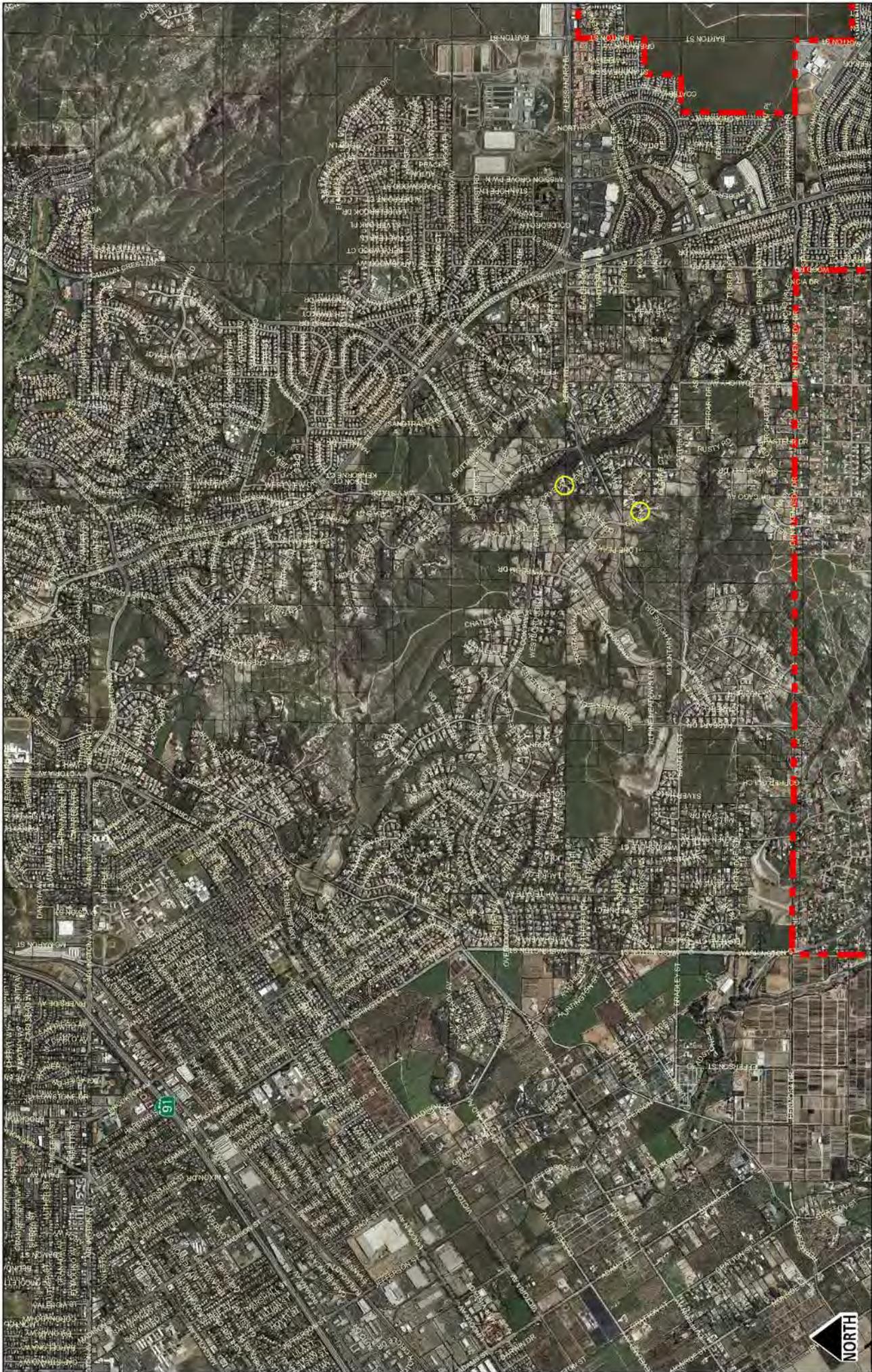
The cost to prepare the EIR is unknown at this time, although it is expected to be over \$300,000 and take approximately 9-12 months to release the draft for public review. Approximately \$450,000 is available in the Overlook Crossing/Alessandro Arroyo Bridge accounts. These funds were collected on the 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









December 8, 2010

Mr. Ken Gutierrez  
Planning Director  
City of Riverside  
3900 Main Street  
Riverside, CA 92522

**Re: Traffic Impact Analysis of Green Orchard Place/Crystal View Terrace/Overlook Parkway area**

Dear Mr. Gutierrez:

In order to conduct an EIR level traffic study in the Green Orchard Place/Crystal View Terrace/Overlook Parkway area, traffic data (daily and peak hour traffic counts) will need to be collected. We understand that the gates are currently open on Green Orchard Place and Crystal View Terrace, and have been open long enough for traffic to stabilize. While the City has actively studied this area and collected data, the specific data requirements for the purpose of an EIR level study will be different than, and go beyond, the types of traffic count data that have already been collected. For data collection purposes, it is recommended that the gates remain open until traffic data that is appropriate and useful for the purpose of the special study can be collected in the area. This will allow a proper baseline analysis for the EIR. If it is determined that additional analysis is needed with the gates closed, it would be necessary to wait until traffic again stabilizes with the gates closed, then additional counts could be obtained.

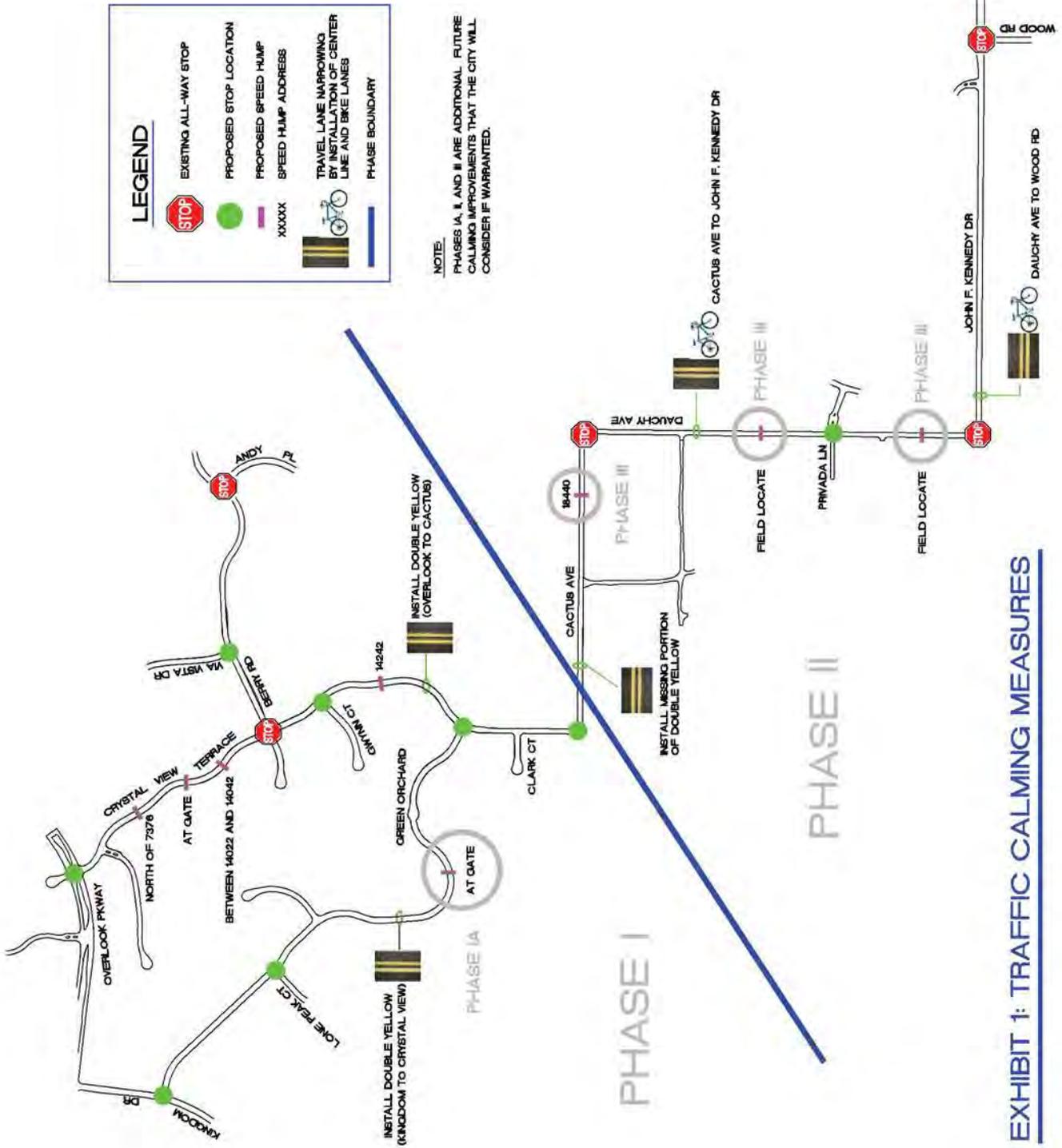
It should also be noted that traffic data is usually not collected during holiday seasons, due to the changes in traffic due to school closures, holiday travel etc. If new counts are collected for the EIR, they should be done before the holidays start (the week of December 13 at the latest), or a week or so after the holidays and after all schools are back in session in January.

Please do not hesitate to let me know if you have any questions.

Sincerely,  
**Iteris, Inc.**

Gary Hamrick  
Vice President  
Transportation Systems

P11-0050/P12-0220, Exhibit 9  
City Council Report (12/14/10)



**LEGEND**

- EXISTING ALL-WAY STOP
- PROPOSED STOP LOCATION
- PROPOSED SPEED HUMP
- SPEED HUMP ADDRESS
- TRAVEL LANE NARROWING BY INSTALLATION OF CENTER LINE AND BIKE LANES
- PHASE BOUNDARY

**NOTE:**  
 PHASES IA, IB, AND IIC ARE ADDITIONAL FUTURE CALMING IMPROVEMENTS THAT THE CITY WILL CONSIDER IF WARRANTED.

**EXHIBIT 1: TRAFFIC CALMING MEASURES**

December 9, 2010

Ken Gutierrez  
Planning Director  
City of Riverside  
3900 Main Street  
Riverside CA 92501

RECEIVED

DEC 14 2010

City of Riverside  
City Clerk's Office

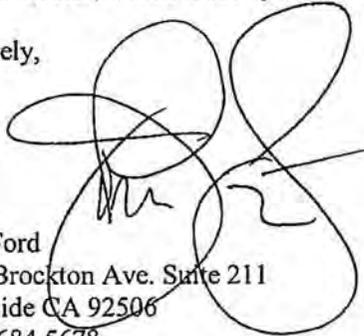
RE: Exhibit One, Traffic Calming Measures, Exhibit number 18-13

Dear Mr. Gutierrez,

We are very happy that the City of Riverside is taking the traffic issues seriously in the Alessandro Heights neighborhood. We have reviewed the above document and would like to make the following comment. Regarding the plan as it pertains to Phase 1A, we believe that an additional speed bump could be added on Green Orchard between the proposed speed bump at the gate and Lone Peak Court and/or that an additional stop sign be added at Spenser Court. I believe one of these alternatives should be implemented immediately with the first phase measures being recommended. The traffic mitigation measures proposed on Crystal View Terrace will push traffic onto Green Orchard. As it is, traffic travels at very fast rate on that street. Add to that the elevation issues on Green Orchard and the recently constructed City of Riverside Public Works Water Reservoir on Green Orchard and that bend is now a blind turn. There is a potential traffic hazard as the result of the stop sign being placed at Lone Peak Court.. Further, it would be helpful if the exhibit indicated exactly what type of stop signs are being proposed at the various stop locations.

Also, while this may be a bit off topic, but in the grand scheme of things it is not, there is tremendous potential for a terrible accident to occur in the vicinity of the bend on Washington Street between Dufferin Ave. and Lenox Ave. and where the Gage Canal intersects Washington. The traffic heading northerly on Washington from Woodcrest travels at a high rate on two lanes. If the traffic hits the green light at Overlook speeds can approach and exceed 60 miles an hour at a point where the two lanes become one and all the while vehicles can turn onto or pull out of either Dufferin or Lenox without adequate line of site. In my opinion, this is the most dangerous section of road in the City of Riverside and we are fortunate that we have not experienced a fatality in the vicinity thus far. My recommendation is to immediately address this issue before disaster strikes, which it surely will if action is not taken.

Sincerely,



John Ford  
6850 Brockton Ave. Suite 211  
Riverside CA 92506  
(951) 684 5678

cc: Mayor  
City Council  
City Manager  
City Attorney  
Community Development

CC: Tom Boyd, Deputy Public Works Director  
Ms. Diane Jenkins, City Planner  
Ms. Colleen J. Nicol, City Clerk

P11-0050/P12-0220, Exhibit 9  
City Council Report (12/14/10)

## Allen Matkins

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Suzanne E. Skov  
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Direct Dial: 949.851.5418 File Number: 999903-14000/OC916174.01

### **Via Email/U.S. Mail**

December 13, 2010

Mayor Ronald O. Loveridge  
Council Member Mike Gardner (Ward 1)  
Council Member Andy Melendrez (Ward 2)  
Council Member Rusty Bailey (Ward 3)  
Council Member Paul Davis (Ward 4)  
Council Member Chris Mac Arthur (Ward 5)  
Council Member Nancy Hart (Ward 6)  
Council Member Steve Adams (Ward 7)  
City of Riverside  
3900 Main Street  
Riverside, CA 92522



**Re: December 14, 2010, City Council Agenda Item No. 18: Permanent Removal of the Crystal View Terrace and Green Orchard Place Gates**

Dear Mayor Loveridge and Honorable City Council Members:

We represent Citizens for Riverside Traffic Safety, the members of which are concerned with the safety of all City of Riverside ("City") residents. We have reviewed the December 14, 2010 City Council Agenda, and the City Council Memorandum for Discussion Calendar Agenda Item No. 18 ("Staff Report"), which concerns the City Transportation Committee ("Committee") recommendations to the City Council. The Committee recommends that the City Council direct City staff to initiate environmental review pursuant to the California Environmental Quality Act, or CEQA, to consider the permanent removal of the gates that are currently unlocked, and which have remained unlocked since around December 2008, on Crystal View Terrace and Green Orchard Place ("Project"). We request that this letter be included in the administrative record for the Project.

Citizens for Riverside Traffic Safety urges the City Council to keep the gates unlocked while the City conducts its CEQA review. Citizens for Riverside Traffic Safety also respectfully urges the City to keep the scope of CEQA review for the Project focused on the impacts from permanent removal of the gates, rather than include a complete environmental analysis of all impacts associated with the completion of Overlook Parkway across the Alessandro Arroyo. In that regard, we urge the City to narrow the scope of environmental review of the Project pursuant to CEQA to the impacts from the following proposed actions by the City:

P11-0050/P12-0220, Exhibit 9

Mayor Ronald O. Loveridge  
December 13, 2010

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(1) An amendment to the City's General Plan, deleting Policy CCM-4.4, which prohibits the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo;

(2) The deletion of the previous tract map mitigation measures adopted by the City for Tract Map No. 29515, prohibiting connection between Crystal View Terrace and Green Orchard Place until Overlook Parkway across the Alessandro Arroyo is complete; and

(3) The deletion of the previous tract map mitigation measures adopted by the City for Tract Map No. 29628, requiring a barrier on Crystal View Terrace until Overlook Parkway is complete.

Rather than completely depleting the City funds in the Overlook Parkway Crossing/Alessandro Arroyo Bridge Impact Fee accounts as described in the Staff Report, the City could save most of those funds for the time when the City is ready to proceed with the extension of Overlook Parkway. By narrowing the scope of the Project as stated above, the City will save money and time, as a study of biological impacts from construction of Overlook Parkway over the Alessandro Arroyo as noted in the Staff Report would not be required at this time. Further, the air quality and greenhouse gas emissions studies could also be appropriately limited to a study of what the impacts are from the removal of the gates, which the data should be readily available because the gates have been open for almost two years.

Citizens for Riverside Traffic Safety supports immediate implementation of traffic calming measures on Crystal View Terrace, and supports keeping the gates open while the City studies the environmental impacts from the Project.

#### **1. Background Information Regarding The Gates And The Committee's Recommendations.**

The gates were installed on Crystal View Terrace as a result of mitigation measures imposed in 2001 and 2006 on approved subdivisions that required a barrier at the City limit line on Crystal View Terrace, and prohibited a connection between Crystal View Terrace and Green Orchard Place until the Overlook Parkway extension was complete. The mitigation measures were adopted as part of an approved Mitigated Negative Declaration (Tract Map 29515) and a certified EIR (Tract Map 29628). When the subdivisions were developed, a locked gate was installed on Crystal View Terrace, separating the City (north of the gates) from unincorporated County land (south of the gates). Both sides of Crystal View Terrace are now within the City limits, and residential development has occurred on the north and south sides of the gates.

Over time, residential and commercial development occurred in the area and a few of the residents of the area, as well as some subcontractors, were given access through the gates by way of keys provided by developers. In addition, the gates remained unlocked most of the time. During times when the gates were locked, it was common for vandals to rig the locks so they could not be

opened, by welding the locks shut, breaking the keys off in the locks, and other means. This vandalism caused serious safety concerns regarding the response times of the Fire and Police Department to respond to emergencies for the residents living on both sides of the gates, and evacuation routes in case of an emergency.

The City received complaints from residents on both sides of the gates; some complained about the gates being open, some complained about the future closure of the gates. A petition in favor of keeping the gates open was signed by over 600 residents, while a petition to close the gates was signed by only nine residents. (Staff Report, p. 18-7.) The City opened the gates in around December 2008 so it could study traffic patterns through and around the gates. This study was presented to the Committee at the November 15, 2010 meeting. The gates have remained open for almost two years.

The Committee's recommendations to the City Council to direct staff to study the environmental impacts associated with permanent removal of the gates were made at the November 15, 2010 Transportation Committee meeting, at which at least 40 people spoke in favor of permanent removal of the gates, while only a few spoke in favor of re-locking the gates and keeping them locked.

Among those in favor of removing the gates were physicians who must respond to middle-of-the-night emergency calls and who use Overlook Parkway to get to the hospital to tend to their patients; a neighbor whose nephew drowned and was ultimately saved because, fortuitously, the gates were unlocked at the time of the emergency, which allowed firefighters to get through in time; and numerous residents who testified that their quality of life is better with the gates open because they can more easily reach family and friends, commercial services, child care facilities, and schools, reducing their time in their respective vehicles, thereby decreasing vehicle miles traveled. Such a reduction in vehicle miles traveled reduces greenhouse gas emissions and other air pollution emissions.

Some residents living north and west of the gates also spoke in favor of removal because they want to be sure all City residents are safe and protected. The few residents speaking in favor of locking the gates reside south of the gates and expressed concerns with the speeds at which cars travel on Crystal View Terrace, and potential increased traffic and crime that may or may not be related to the removal of the gates. The Committee correctly recognized that such concerns of these residents could be addressed by implementing traffic calming measures and increased police patrol in the area.

**2. Environmental Review Of The Completion Of The Overlook Parkway Extension Is Not Appropriate At This Time.**

The Staff Report states that "it is necessary to complete an environmental review to consider impacts of the entire vicinity, including the construction of the Overlook Parkway Crossing." (Staff

Report, p. 18-2.) However, the City's General Plan prohibits completion of the extension of Overlook Parkway until a detailed specific plan analyzing connection routes between Washington Street and the SR-91 has been adopted. (General Plan Policy CCM-4.2.) It does not appear that such a specific plan has been completed. Preparation of a specific plan also would be costly. Further, the gates have remained open since approximately December 2008, and have been opened most of the several years before December 2008. The City must set the environmental baseline for its analysis of the Project (which is permanent removal of the gates) as the existing physical conditions. (CEQA Guidelines, § 15125, subs. (a) and (e).) Since the extension does not exist, it is not appropriate to include it in the baseline.

In light of the foregoing, any environmental impacts resulting from removal of the gates should be analyzed separately from the completion of Overlook Parkway. A properly focused traffic study would identify any such impacts. If no impacts would result, an addendum to the previously prepared EIR and Mitigated Negative Declaration would satisfy the CEQA requirements. (CEQA Guidelines, § 15164 (an addendum to previously prepared EIRs and negative declarations may be appropriate).) If impacts would result, it is likely that traffic calming measures along Crystal View Terrace would mitigate such impacts, thus a Mitigated Negative Declaration would be appropriate. (Pub. Res. Code, § 21064.5.)

**3. The Previously Adopted Mitigation Measures May Be Deleted So Long As The City Supports The Conclusion That The Measures Are No Longer Necessary.**

The City may delete the mitigation measures previously adopted in connection with the approval of Tract Map Nos. 29515 and 29628 so long as the City states a legitimate reason for doing so, and supports that reason with substantial evidence. (*Lincoln Place Tenants Assn. v. City of Los Angeles* (2005) 130 Cal.App.4<sup>th</sup> 1491; *Napa Citizens for Honest Government v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4<sup>th</sup> 342.)

Here, the City has a legitimate reason to delete the mitigation measures. That reason is first and foremost safety. It is imperative that the Fire and Police Departments have unfettered access through Crystal View Terrace in order to keep the citizens of Riverside safe. There is already substantial evidence in the City's record concerning the importance of safety, as at least one young child is likely alive because the gates happened to be open when he drowned. What a tragedy it would have been if the gates had been locked and this child died because the Fire Department could not get through the gate.

Any impacts to the residents residing south of the gates may be mitigated through traffic calming measures and strict enforcement of the speed limits. Further, increasing police patrols along Crystal View Terrace on both sides of the existing gate would deter other criminal behavior that may be impacting all residents, north and south of the gates, along Crystal View Terrace.

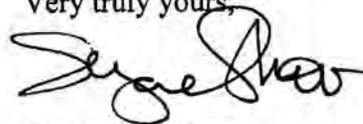
Allen Matkins Leck Gamble Mallory & Natsis LLP  
Attorneys at Law

Mayor Ronald O. Loveridge  
December 13, 2010

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We appreciate the opportunity to provide comments on behalf of the Citizens for Riverside Traffic Safety on this very important public safety issue. We look forward to continuing to work with the City to achieve a result that puts the safety of all City residents first.

Very truly yours,



Suzanne E. Skov

SES

cc: Ms. Colleen J. Nicol, MMC, City Clerk, City of Riverside (Via E-Mail and U.S. Mail)  
Mr. Ken Gutierrez, City Planning Director, City of Riverside (Via E-Mail and U.S. Mail)  
Ms. Diane Jenkins, AICP, City Planner, City of Riverside (Via E-Mail and U.S. Mail)

cc: Mayor  
City Council  
City Manager  
City Attorney  
Community Development

# Allen Matkins

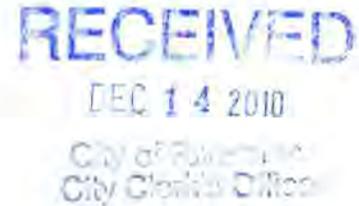
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## Via Email/U.S. Mail

December 13, 2010

Mayor Ronald O. Loveridge  
Council Member Mike Gardner (Ward 1)  
Council Member Andy Melendrez (Ward 2)  
Council Member Rusty Bailey (Ward 3)  
Council Member Paul Davis (Ward 4)  
Council Member Chris Mac Arthur (Ward 5)  
Council Member Nancy Hart (Ward 6)  
Council Member Steve Adams (Ward 7)  
City of Riverside  
3900 Main Street  
Riverside, CA 92522



**Re: December 14, 2010, City Council Agenda Item No. 18: Permanent Removal of the Crystal View Terrace and Green Orchard Place Gates**

Dear Mayor Loveridge and Honorable City Council Members:

We represent Citizens for Riverside Traffic Safety, the members of which are concerned with the safety of all City of Riverside ("City") residents. We have reviewed the December 14, 2010 City Council Agenda, and the City Council Memorandum for Discussion Calendar Agenda Item No. 18 ("Staff Report"), which concerns the City Transportation Committee ("Committee") recommendations to the City Council. The Committee recommends that the City Council direct City staff to initiate environmental review pursuant to the California Environmental Quality Act, or CEQA, to consider the permanent removal of the gates that are currently unlocked, and which have remained unlocked since around December 2008, on Crystal View Terrace and Green Orchard Place ("Project"). We request that this letter be included in the administrative record for the Project.

Citizens for Riverside Traffic Safety urges the City Council to keep the gates unlocked while the City conducts its CEQA review. Citizens for Riverside Traffic Safety also respectfully urges the City to keep the scope of CEQA review for the Project focused on the impacts from permanent removal of the gates, rather than include a complete environmental analysis of all impacts associated with the completion of Overlook Parkway across the Alessandro Arroyo. In that regard, we urge the City to narrow the scope of environmental review of the Project pursuant to CEQA to the impacts from the following proposed actions by the City:

Mayor Ronald O. Loveridge  
December 13, 2010  
Page 2

(1) An amendment to the City's General Plan, deleting Policy CCM-4.4, which prohibits the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo;

(2) The deletion of the previous tract map mitigation measures adopted by the City for Tract Map No. 29515, prohibiting connection between Crystal View Terrace and Green Orchard Place until Overlook Parkway across the Alessandro Arroyo is complete; and

(3) The deletion of the previous tract map mitigation measures adopted by the City for Tract Map No. 29628, requiring a barrier on Crystal View Terrace until Overlook Parkway is complete.

Rather than completely depleting the City funds in the Overlook Parkway Crossing/Alessandro Arroyo Bridge Impact Fee accounts as described in the Staff Report, the City could save most of those funds for the time when the City is ready to proceed with the extension of Overlook Parkway. By narrowing the scope of the Project as stated above, the City will save money and time, as a study of biological impacts from construction of Overlook Parkway over the Alessandro Arroyo as noted in the Staff Report would not be required at this time. Further, the air quality and greenhouse gas emissions studies could also be appropriately limited to a study of what the impacts are from the removal of the gates, which the data should be readily available because the gates have been open for almost two years.

Citizens for Riverside Traffic Safety supports immediate implementation of traffic calming measures on Crystal View Terrace, and supports keeping the gates open while the City studies the environmental impacts from the Project.

#### **1. Background Information Regarding The Gates And The Committee's Recommendations.**

The gates were installed on Crystal View Terrace as a result of mitigation measures imposed in 2001 and 2006 on approved subdivisions that required a barrier at the City limit line on Crystal View Terrace, and prohibited a connection between Crystal View Terrace and Green Orchard Place until the Overlook Parkway extension was complete. The mitigation measures were adopted as part of an approved Mitigated Negative Declaration (Tract Map 29515) and a certified EIR (Tract Map 29628). When the subdivisions were developed, a locked gate was installed on Crystal View Terrace, separating the City (north of the gates) from unincorporated County land (south of the gates). Both sides of Crystal View Terrace are now within the City limits, and residential development has occurred on the north and south sides of the gates.

Over time, residential and commercial development occurred in the area and a few of the residents of the area, as well as some subcontractors, were given access through the gates by way of keys provided by developers. In addition, the gates remained unlocked most of the time. During times when the gates were locked, it was common for vandals to rig the locks so they could not be

opened, by welding the locks shut, breaking the keys off in the locks, and other means. This vandalism caused serious safety concerns regarding the response times of the Fire and Police Department to respond to emergencies for the residents living on both sides of the gates, and evacuation routes in case of an emergency.

The City received complaints from residents on both sides of the gates; some complained about the gates being open, some complained about the future closure of the gates. A petition in favor of keeping the gates open was signed by over 600 residents, while a petition to close the gates was signed by only nine residents. (Staff Report, p. 18-7.) The City opened the gates in around December 2008 so it could study traffic patterns through and around the gates. This study was presented to the Committee at the November 15, 2010 meeting. The gates have remained open for almost two years.

The Committee's recommendations to the City Council to direct staff to study the environmental impacts associated with permanent removal of the gates were made at the November 15, 2010 Transportation Committee meeting, at which at least 40 people spoke in favor of permanent removal of the gates, while only a few spoke in favor of re-locking the gates and keeping them locked.

Among those in favor of removing the gates were physicians who must respond to middle-of-the-night emergency calls and who use Overlook Parkway to get to the hospital to tend to their patients; a neighbor whose nephew drowned and was ultimately saved because, fortuitously, the gates were unlocked at the time of the emergency, which allowed firefighters to get through in time; and numerous residents who testified that their quality of life is better with the gates open because they can more easily reach family and friends, commercial services, child care facilities, and schools, reducing their time in their respective vehicles, thereby decreasing vehicle miles traveled. Such a reduction in vehicle miles traveled reduces greenhouse gas emissions and other air pollution emissions.

Some residents living north and west of the gates also spoke in favor of removal because they want to be sure all City residents are safe and protected. The few residents speaking in favor of locking the gates reside south of the gates and expressed concerns with the speeds at which cars travel on Crystal View Terrace, and potential increased traffic and crime that may or may not be related to the removal of the gates. The Committee correctly recognized that such concerns of these residents could be addressed by implementing traffic calming measures and increased police patrol in the area.

**2. Environmental Review Of The Completion Of The Overlook Parkway Extension Is Not Appropriate At This Time.**

The Staff Report states that "it is necessary to complete an environmental review to consider impacts of the entire vicinity, including the construction of the Overlook Parkway Crossing." (Staff

Mayor Ronald O. Loveridge  
December 13, 2010

Page 4

Report, p. 18-2.) However, the City's General Plan prohibits completion of the extension of Overlook Parkway until a detailed specific plan analyzing connection routes between Washington Street and the SR-91 has been adopted. (General Plan Policy CCM-4.2.) It does not appear that such a specific plan has been completed. Preparation of a specific plan also would be costly. Further, the gates have remained open since approximately December 2008, and have been opened most of the several years before December 2008. The City must set the environmental baseline for its analysis of the Project (which is permanent removal of the gates) as the existing physical conditions. (CEQA Guidelines, § 15125, subds. (a) and (e).) Since the extension does not exist, it is not appropriate to include it in the baseline.

In light of the foregoing, any environmental impacts resulting from removal of the gates should be analyzed separately from the completion of Overlook Parkway. A properly focused traffic study would identify any such impacts. If no impacts would result, an addendum to the previously prepared EIR and Mitigated Negative Declaration would satisfy the CEQA requirements. (CEQA Guidelines, § 15164 (an addendum to previously prepared EIRs and negative declarations may be appropriate).) If impacts would result, it is likely that traffic calming measures along Crystal View Terrace would mitigate such impacts, thus a Mitigated Negative Declaration would be appropriate. (Pub. Res. Code, § 21064.5.)

**3. The Previously Adopted Mitigation Measures May Be Deleted So Long As The City Supports The Conclusion That The Measures Are No Longer Necessary.**

The City may delete the mitigation measures previously adopted in connection with the approval of Tract Map Nos. 29515 and 29628 so long as the City states a legitimate reason for doing so, and supports that reason with substantial evidence. (*Lincoln Place Tenants Assn. v. City of Los Angeles* (2005) 130 Cal.App.4<sup>th</sup> 1491; *Napa Citizens for Honest Government v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4<sup>th</sup> 342.)

Here, the City has a legitimate reason to delete the mitigation measures. That reason is first and foremost safety. It is imperative that the Fire and Police Departments have unfettered access through Crystal View Terrace in order to keep the citizens of Riverside safe. There is already substantial evidence in the City's record concerning the importance of safety, as at least one young child is likely alive because the gates happened to be open when he drowned. What a tragedy it would have been if the gates had been locked and this child died because the Fire Department could not get through the gate.

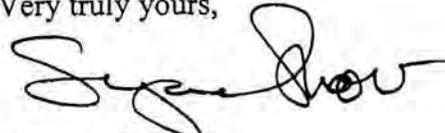
Any impacts to the residents residing south of the gates may be mitigated through traffic calming measures and strict enforcement of the speed limits. Further, increasing police patrols along Crystal View Terrace on both sides of the existing gate would deter other criminal behavior that may be impacting all residents, north and south of the gates, along Crystal View Terrace.

Allen Matkins Leck Gamble Mallory & Natsis LLP  
Attorneys at Law

Mayor Ronald O. Loveridge  
December 13, 2010  
Page 5

We appreciate the opportunity to provide comments on behalf of the Citizens for Riverside Traffic Safety on this very important public safety issue. We look forward to continuing to work with the City to achieve a result that puts the safety of all City residents first.

Very truly yours,



Suzanne E. Skov

SES

cc: Ms. Colleen J. Nicol, MMC, City Clerk, City of Riverside (Via E-Mail and U.S. Mail)  
Mr. Ken Gutierrez, City Planning Director, City of Riverside (Via E-Mail and U.S. Mail)  
Ms. Diane Jenkins, AICP, City Planner, City of Riverside (Via E-Mail and U.S. Mail)



**CITY OF RIVERSIDE  
SPEAKER CARD**

WELCOME TO THE RIVERSIDE CITY COUNCIL MEETING.

IF YOU WISH TO ADDRESS THE CITY COUNCIL/REDEVELOPMENT AGENCY, PLEASE COMPLETE AND SUBMIT THIS CARD TO THE CITY CLERK. SPEAKERS ARE ENCOURAGED TO SUBMIT THEIR CARDS TO THE CITY CLERK BEFORE THE SCHEDULED MEETING TIME. SPEAKER CARDS WILL BE ACCEPTED UNTIL THE AGENDA ITEM IS CALLED.

ITEM NO.: 18  
NAME: Jody Wallace DATE: 12-14-10

CITY/NEIGHBORHOOD: RIVERSIDE / OVERLOOK PHONE # (Optional): (951) 377-7997

ADDRESS (Optional): 7201 MIRACLE MILE RIVERSIDE, CA 92506  
Address City/State/Zip

SUBJECT: KEEP GATES OPEN

SUPPORT  OPPOSE  NEUTRAL

*In accordance with the Public Records Act, any information you provide on this form is available to the public.*

**PLEASE TURN OFF OR SILENCE PAGERS AND CELLULAR TELEPHONES.  
SEE REVERSE FOR FURTHER INFORMATION**

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ITEM NO.: 18  
NAME: ALAN MEYER DATE: 12/14/10

CITY/NEIGHBORHOOD: ALVARADO Nbrts PHONE # (Optional): 951-80-4083

ADDRESS (Optional): 6934 Via Vista Dr Riverside  
Address City/State/Zip

SUBJECT: Boats

SUPPORT  OPPOSE  NEUTRAL

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ITEM NO.: 18  
NAME: Gordon Bourns DATE: Dec. 14, 2010

CITY/NEIGHBORHOOD: Riverside PHONE # (Optional): 951-789-2829

ADDRESS (Optional): 2019 Pobo Court Riverside, CA 92506  
Address City/State/Zip

SUBJECT: Support of Keeping Crystal View Terrace Gate open  
 SUPPORT  OPPOSE  NEUTRAL

*In accordance with the Public Records Act, any information you provide on this form is available to the public.*

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ITEM NO.: 18

NAME: Jerry Wiseman DATE: 12-14-10

CITY/NEIGHBORHOOD: \_\_\_\_\_ PHONE # (Optional): \_\_\_\_\_

ADDRESS (Optional): 930 Bradley St, Riverside CA 92506  
Address City/State/Zip

SUBJECT: Gates - Keep Open  
 SUPPORT  OPPOSE  NEUTRAL

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ITEM NO.: 18  
NAME: Dan Vaughan DATE: 12/14/10

CITY/NEIGHBORHOOD: Ward 4 - Overlook PHONE # (Optional): 951.536.1740

ADDRESS (Optional): 15171 Eagle Song, Riverside Ca 92508  
Address City/State/Zip

SUBJECT: Chrysler Yards - Keep Open  
 SUPPORT  OPPOSE  NEUTRAL

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ITEM NO.: 18

NAME: AGAM REDDY DATE: \_\_\_\_\_

CITY/NEIGHBORHOOD: RIVERSIDE PHONE # (Optional): \_\_\_\_\_

ADDRESS (Optional): 1240 LAS VENTANAS 92508  
Address City/State/Zip

SUBJECT: OPENING OF CRYSTAL VIEW TERRACE GATES

SUPPORT  OPPOSE  NEUTRAL

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CLK-Form No. 006 (7-08)

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ITEM NO.: 10  
NAME: Rhonda Soulia DATE: 12/14/10

CITY/NEIGHBORHOOD: Ward 4 PHONE # (Optional): \_\_\_\_\_

ADDRESS (Optional): 18063 Gwynn Ct Riverside 92508  
Address City/State/Zip

SUBJECT: Keep Crystal View & Green Orchard gates open  
 SUPPORT  OPPOSE  NEUTRAL

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CLK-Form No. 006 (7-08)

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ITEM NO.: 18 NAME: JOHN FORD DATE: 12 14 10

CITY/NEIGHBORHOOD: ALESSANDRO HEIGHTS PHONE # (Optional): \_\_\_\_\_

ADDRESS (Optional): \_\_\_\_\_ Address \_\_\_\_\_ City/State/Zip \_\_\_\_\_

SUBJECT: The Gates removal

SUPPORT  OPPOSE  NEUTRAL

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ITEM NO.: 18

NAME: MEUSSA CIACCHIELLA DATE: 12/14/10

CITY/NEIGHBORHOOD: RIVERSIDE / CRYSTAL VIEW TERR PHONE # (Optional): \_\_\_\_\_

ADDRESS (Optional): 14242 CRYSTAL VIEW TER City/State/Zip \_\_\_\_\_

SUBJECT: CRYSTAL VIEW TERRACE GATE

SUPPORT  OPPOSE  NEUTRAL

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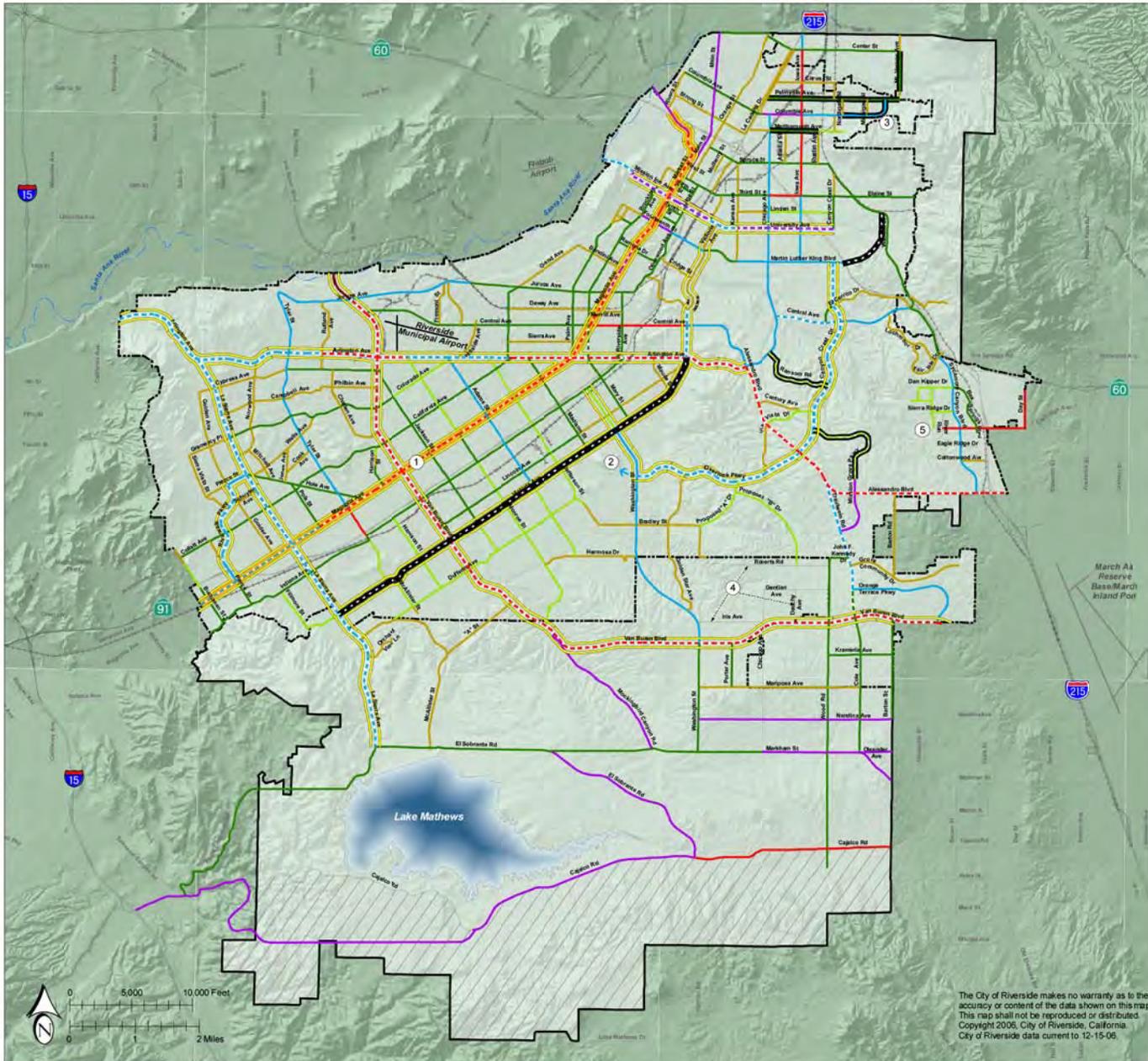


Arts & Innovation

# Four Scenarios

Scenario 1	Scenario 2	Scenario 3	Scenario 4
<p data-bbox="121 435 541 573">Gates Closed to through traffic</p>  	<p data-bbox="594 435 1014 492">Gates Removed</p>  	<p data-bbox="1071 435 1491 638">Gates removed, Overlook Connected</p>  	<p data-bbox="1549 435 1969 792">Gates removed, Overlook Connected, Proposed C Street</p> 
	<p data-bbox="583 1222 846 1320">General Plan Amendment</p>	<p data-bbox="1060 1222 1323 1320">General Plan Amendment</p>	<p data-bbox="1539 1222 1801 1320">General Plan Amendment</p>

CIRCULATION ELEMENT



LEGEND

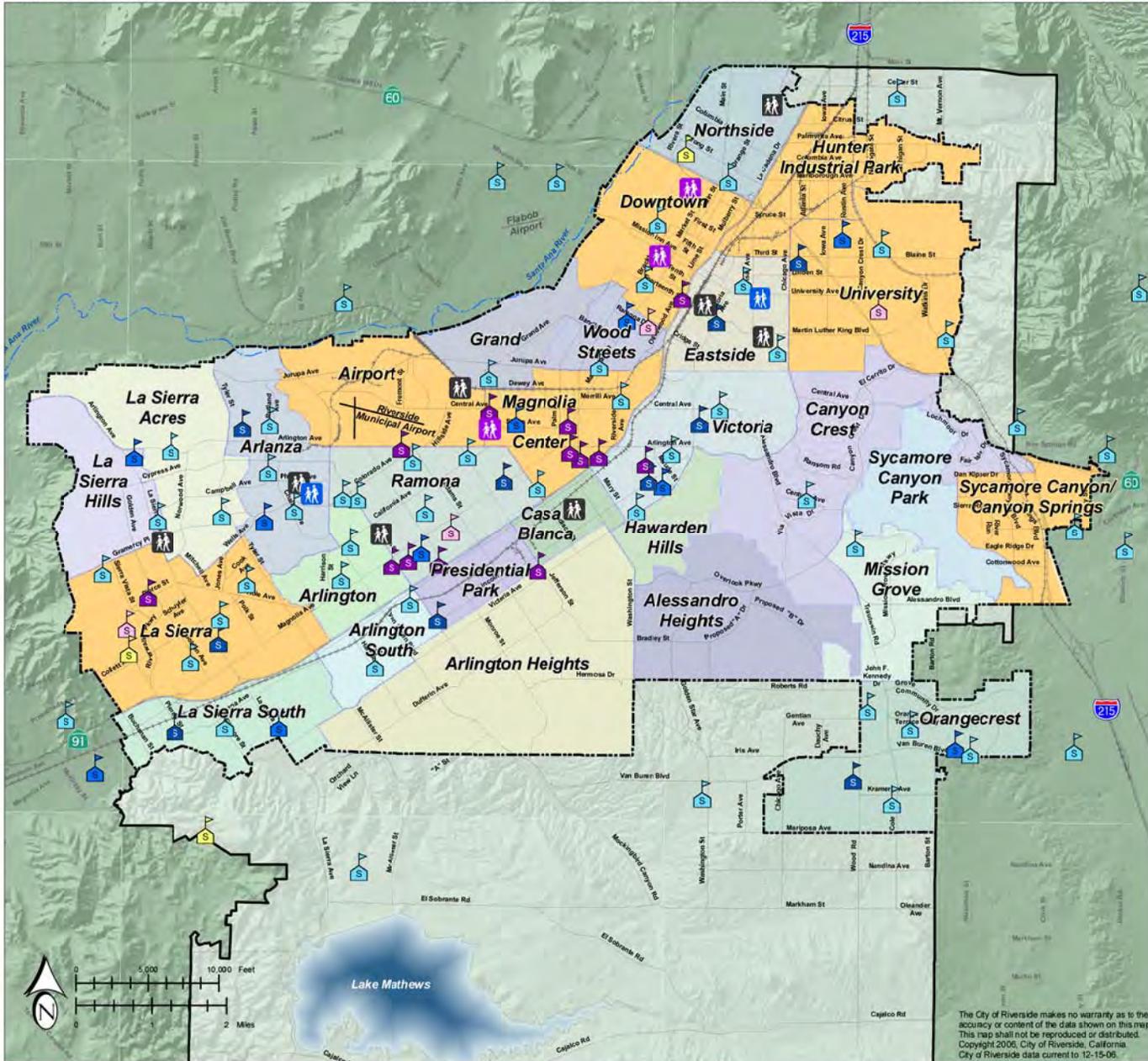
- 66 FT LOCAL 2 LANES \*
- 66 FT COLLECTOR 2 LANES
- 80 FT COLLECTOR 2 LANES
- 88 FT ARTERIAL 4 LANES
- 100 FT ARTERIAL 4 LANES
- 110 FT ARTERIAL 4 LANES
- 120 FT ARTERIAL 6 LANES
- 144 FT ARTERIAL 8 LANES
- - - SCENIC BOULEVARD  
REQUIRES SPECIAL LANDSCAPING.  
ADDITIONAL RIGHT-OF-WAY MAY BE REQUIRED.
- SPECIAL BOULEVARD  
TWO-LANE DIVIDED ROADWAY OF  
VARIABLE GEOMETRIC DESIGN
- SPECIAL BOULEVARD  
VARIABLE WIDTHS AND DESIGN. CONTACT PUBLIC WORKS  
FOR DETAIL. SEE OBJECTIVE CCM-3 AND POLICIES CCM-3.1  
THROUGH CCM-3.5.
- PARKWAYS  
FOR INFORMATION ON PARKWAYS SEE  
LAND USE ELEMENT
- ▨ CETAP CORRIDOR AREA  
CORRIDOR OPTIONS SUBJECT TO SPECIAL STUDY.
- RIVERSIDE CITY BOUNDARY
- RIVERSIDE PROPOSED SPHERE  
OF INFLUENCE

NOTE:

- \* LOCAL STREETS ARE NOT SHOWN ON THIS  
PLAN EXCEPT WHERE NEEDED FOR CLARITY.
- ① MAGNOLIA AVENUE SHALL BE A SPECIAL BLVD. WITH  
4 LANES EASTERLY OF HARRISON STREET.
- ② OVERLOOK PARKWAY SHALL BE A 2-LANE,  
110-FOOT ARTERIAL WITH A WIDE MEDIAN PARKWAY.  
THE ALIGNMENT OF OVERLOOK PARKWAY WESTERLY  
OF WASHINGTON IS NOT YET DETERMINED PENDING  
PREPARATION OF SPECIFIC PLAN LEVEL STUDY.
- ③ COLUMBIA AVENUE IS SHOWN BY HUNTER BUSINESS  
PARK SPECIFIC PLAN AS A 134-FOOT ARTERIAL  
ACTUAL STREET WIDTH, DUE TO RAILROAD  
OVERCROSSING, WILL BE DETERMINED BY  
PUBLIC WORKS.
- ④ THESE STREETS SHALL BE 66-FOOT LOCAL  
ROADWAYS SERVING AS ALTERNATE ROUTES.
- ⑤ THE STREETS IN SYCAMORE CANYON  
BUSINESS PARK SPECIFIC PLAN VARY IN SIZE.  
SEE THE SPECIFIC PLAN FOR DETAILS.

SOURCE: CITY OF RIVERSIDE

Figure CCM-4  
**MASTER PLAN  
OF ROADWAYS**



**LEGEND**

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

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

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Figure LU-9  
**NEIGHBORHOODS**

P11-0050/P12-0220, Exhibit 12 - Neighborhood Map



— — — — — PROP. ROADWAY IMPROVEMENTS 

Proposed C Street - Madison Street Extension Alternative

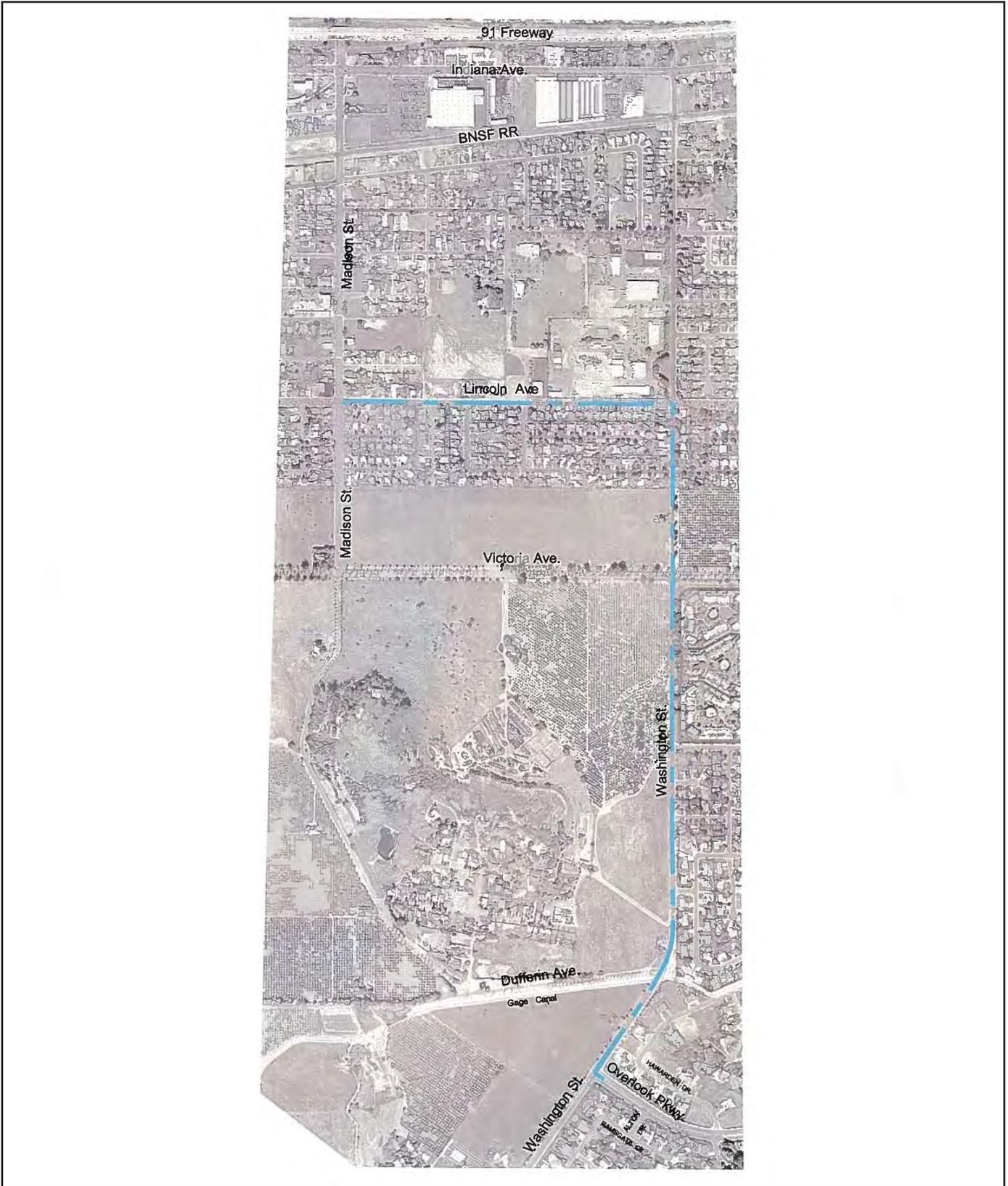
P11-0050/P12-0220, Exhibit 13  
Proposed Roadway Improvements



— — — — — PROP. ROADWAY IMPROVEMENTS



Proposed C Street – Victoria Underpass Alternative



— — — — — PROP. ROADWAY IMPROVEMENTS 

Washington Street and Lincoln Street Improvements (No Proposed C Street)

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR**

**Summary of Scenario Impacts**

<b>EIR Section</b>	<b>Scenario 1</b>	<b>Scenario 2</b>	<b>Scenario 3</b>	<b>Scenario 4</b>	<b>Off-Site</b>
<b>Agricultural Resources (Pages 3.1-1 thru 3.1-20)</b>					
Significance of Impacts	<b>Issues 1 and 3 – Farmland Conversion</b> No impacts to Farmlands (e.g., Prime, Unique, or Farmland of Statewide Importance) would be associated with Scenarios 1 and 2. – Section 3.1.4.2, Page 3.1-16.	<b>Issues 1 and 3 – Farmland Conversion</b> No impacts to Farmlands (e.g., Prime, Unique, or Farmland of Statewide Importance) would be associated with Scenarios 1 and 2. Section 3.1.4.2, Page 3.1-16.	<b>Issues 1 and 3 – Farmland Conversion</b> Under Scenario 3, Overlook Parkway would be completed within a designated corridor outside of any agricultural land, as established by and analyzed under the General Plan 2025, and no viable farmland would be converted. There would be <b>no direct impacts</b> to Farmland because there are no State mapped Prime, Unique, or Farmland of Statewide Importance lands within the PIA for Scenario 3. Section 3.1.4.2, Page 3.1-16.	<b>Issues 1 and 3 – Farmland Conversion</b> Under Scenario 4, Overlook Parkway would be completed within a designated corridor outside of any agricultural land, as established by the General Plan 2025, and Proposed C Street also would be constructed west of Washington Street through the Arlington Heights Greenbelt. Impacts to Farmlands (e.g., Prime, Unique, or Farmland of Statewide Importance) would be <b>less than significant</b> because Scenario 4 would not directly or indirectly convert the surrounding agricultural operations to a non-agricultural use. Section 3.1.4.2, Page 3.1-16.	<b>Issues 1 and 3 – Farmland Conversion</b> No impacts would occur from implementation of off-site improvements. Section 3.1.4.2, Page 3.1-16.
	<b>Issue 2 – Conflict with Zoning or Williamson Act</b> No impacts would be associated with Scenarios 1 and 2. – Section 3.1.5.2, Page 3.1-19.	<b>Issue 2 – Conflict with Zoning or Williamson Act</b> No impacts would be associated with Scenarios 1 and 2. – Section 3.1.5.2, Page 3.1-19.	<b>Issue 2 – Conflict with Zoning or Williamson Act</b> Under Scenarios 3 and 4, Overlook Parkway would be completed to the east, as established by the General Plan 2025. Under Scenario 4, Proposed C Street also would be constructed, as established by the General Plan 2025. Impacts associated with a conflict with existing zoning for agricultural use; or resulting in a breach of contract, filing of a notice of non-renewal, or the application for a cancellation of a Williamson Act Contract, would be <b>less than significant</b> for the reasons detailed above. – Section 3.1.5.2, Page 3.1-19.	<b>Issue 2 – Conflict with Zoning or Williamson Act</b> Under Scenarios 3 and 4, Overlook Parkway would be completed to the east, as established by the General Plan 2025. Under Scenario 4, Proposed C Street also would be constructed, as established by the General Plan 2025. Impacts associated with a conflict with existing zoning for agricultural use; or resulting in a breach of contract, filing of a notice of non-renewal, or the application for a cancellation of a Williamson Act Contract, would be <b>less than significant</b> for the reasons detailed above. – Section 3.1.5.2, Page 3.1-19.	<b>Issue 2 – Conflict with Zoning or Williamson Act</b> No impacts would be associated with off-site improvements. – Section 3.1.5.2, Page 3.1-19.
Result of Impact Analysis	N/A	N/A	N/A	N/A	N/A
Needed Mitigation Measures	N/A	N/A	N/A	N/A	N/A
Significant Impacts That Cannot be Mitigated	N/A	N/A	N/A	N/A	N/A
<b>Air Quality – (Pages 3.2-1 – 3.2-48)</b>					
Significance of Impacts	<b>Issue 1 – Air Quality Plan Implementation</b> All four scenarios would be consistent with the growth projections accounted for in the AQMP. As a result, the proposed Project would not interfere with implementation of the 2007 AQMP, and <b>no impact</b> would result. – Section 3.2.4.2, Page 3.2-15	<b>Issue 1 – Air Quality Plan Implementation</b> All four scenarios would be consistent with the growth projections accounted for in the AQMP. As a result, the proposed Project would not interfere with implementation of the 2007 AQMP, and <b>no impact</b> would result. – Section 3.2.4.2, Page 3.2-15	<b>Issue 1 – Air Quality Plan Implementation</b> All four scenarios would be consistent with the growth projections accounted for in the AQMP. As a result, the proposed Project would not interfere with implementation of the 2007 AQMP, and <b>no impact</b> would result. – Section 3.2.4.2, Page 3.2-15	<b>Issue 1 – Air Quality Plan Implementation</b> All four scenarios would be consistent with the growth projections accounted for in the AQMP. As a result, the proposed Project would not interfere with implementation of the 2007 AQMP, and <b>no impact</b> would result. – Section 3.2.4.2, Page 3.2-15	<b>Issue 1 – Air Quality Plan Implementation</b> No impacts would occur from implementation of off-site improvements. – Section 3.2.4.2, Page 3.2-15
	<b>Issue 2 &amp; 3 – Air Quality Violations/Pollutant Emissions</b> <b>Gates Closed Baseline Comparison</b> In the existing plus Project condition, Scenario 3 represents the lowest VMT for the network, followed by Scenario 2, Scenario 1, and Scenario 4. However, only Scenario 1 would result in an incremental increase in NO <sub>x</sub> and CO emissions. These incremental increases would be less than the applicable thresholds for	<b>Issue 2 &amp; 3 – Air Quality Violations/Pollutant Emissions</b> <b>Gates Closed Baseline Comparison</b> In the existing plus Project condition, Scenario 3 represents the lowest VMT for the network, followed by Scenario 2, Scenario 1, and Scenario 4. However, only Scenario 1 would result in an incremental increase in NO <sub>x</sub> and CO emissions. These incremental increases would be less than the applicable thresholds for	<b>Issue 2 &amp; 3 – Air Quality Violations/Pollutant Emissions</b> <b>Gates Closed Baseline Comparison</b> In the existing plus Project condition, Scenario 3 represents the lowest VMT for the network, followed by Scenario 2, Scenario 1, and Scenario 4. However, only Scenario 1 would result in an incremental increase in NO <sub>x</sub> and CO emissions. These incremental increases would be less than the applicable thresholds for	<b>Issue 2 &amp; 3 – Air Quality Violations/Pollutant Emissions</b> <b>Gates Closed Baseline Comparison</b> In the existing plus Project condition, Scenario 3 represents the lowest VMT for the network, followed by Scenario 2, Scenario 1, and Scenario 4. However, only Scenario 1 would result in an incremental increase in NO <sub>x</sub> and CO emissions. These incremental increases would be less than the applicable thresholds for	<b>Issue 2 &amp; 3 – Air Quality Violations/Pollutant Emissions</b> <b>Gates Closed Baseline Comparison</b> No <b>potentially significant impacts</b> would occur from implementation of off-site improvements. – Section 3.2.5.2 a, Page 3.2-28

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p>NOx and CO, and would be <b>less than significant</b>. Emissions of all other pollutants under each scenario would be less than or equal to the existing condition; therefore, impacts would be <b>less than significant</b>.</p> <p>In the buildout with Project condition, Scenario 2 represents the lowest VMT for the network, followed by Scenario 4, Scenario 3, and Scenario 1. Emissions of all pollutants under each scenario would be less than or equal to the buildout of the Gates Closed condition. Under all scenarios, impacts would be <b>less than significant</b>. – Section 3.2.5.2 a, Page 3.2-28</p> <p><u>Gates Open Baseline Comparison</u></p> <p>In the existing plus project condition, Scenario 3 represents the lowest VMT for the network, followed by Scenario 2, Scenario 1, and Scenario 4. Scenario 1 would result in an incremental increase in ROG, NOx, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. However, these incremental increases would be less than the applicable thresholds, and impacts would be <b>less than significant</b>. Under all scenarios, impacts would be <b>less than significant</b>.</p> <p>In the buildout with project condition, Scenario 2 represents the lowest VMT for the network, followed by Scenario 4, Scenario 3, and Scenario 1. However, the incremental increases in pollutant emissions would be less than the applicable thresholds. Under all scenarios, impacts would be <b>less than significant</b>. – Section 3.2.5.2 b, Page 3.2-29</p> <p><u>Issue 4 – Sensitive Receptors</u></p> <p>As shown in Tables 3.2-9a through 3.2-9d, the modeled one-hour and calculated eight-hour CO concentrations are projected to be less than the state and federal standards. Under all scenarios, impacts from CO hot spots would be <b>less than significant</b>. In addition, impacts due to construction and operational diesel particulate matter would be <b>less than significant</b>. – Section 3.2.6.2, Page 3.2-45</p> <p><u>Issue 5 – Odors</u></p> <p>No objectionable odors would be generated during operation of all four scenarios. Given mandatory compliance with SCAQMD rules, no construction activities or materials proposed under Scenarios 3 and 4 would create a significant level of objectionable odors. As such, potential impacts during short-term</p>	<p>NOx and CO, and would be <b>less than significant</b>. Emissions of all other pollutants under each scenario would be less than or equal to the existing condition; therefore, impacts would be <b>less than significant</b>.</p> <p>In the buildout with Project condition, Scenario 2 represents the lowest VMT for the network, followed by Scenario 4, Scenario 3, and Scenario 1. Emissions of all pollutants under each scenario would be less than or equal to the buildout of the Gates Closed condition. Under all scenarios, impacts would be <b>less than significant</b>. – Section 3.2.5.2 a, Page 3.2-28</p> <p><u>Gates Open Baseline Comparison</u></p> <p>In the existing plus project condition, Scenario 3 represents the lowest VMT for the network, followed by Scenario 2, Scenario 1, and Scenario 4. Scenario 1 would result in an incremental increase in ROG, NOx, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. However, these incremental increases would be less than the applicable thresholds, and impacts would be <b>less than significant</b>. Under all scenarios, impacts would be <b>less than significant</b>.</p> <p>In the buildout with project condition, Scenario 2 represents the lowest VMT for the network, followed by Scenario 4, Scenario 3, and Scenario 1. However, the incremental increases in pollutant emissions would be less than the applicable thresholds. Under all scenarios, impacts would be <b>less than significant</b>. – Section 3.2.5.2 b, Page 3.2-29</p> <p><u>Issue 4 – Sensitive Receptors</u></p> <p>As shown in Tables 3.2-9a through 3.2-9d, the modeled one-hour and calculated eight-hour CO concentrations are projected to be less than the state and federal standards. Under all scenarios, impacts from CO hot spots would be <b>less than significant</b>. In addition, impacts due to construction and operational diesel particulate matter would be <b>less than significant</b>. – Section 3.2.6.2, Page 3.2-45</p> <p><u>Issue 5 – Odors</u></p> <p>No objectionable odors would be generated during operation of all four scenarios. Given mandatory compliance with SCAQMD rules, no construction activities or materials proposed under Scenarios 3 and 4 would create a significant level of objectionable odors. As such, potential impacts during short-term</p>	<p>NOx and CO, and would be <b>less than significant</b>. Emissions of all other pollutants under each scenario would be less than or equal to the existing condition; therefore, impacts would be <b>less than significant</b>.</p> <p>In the buildout with Project condition, Scenario 2 represents the lowest VMT for the network, followed by Scenario 4, Scenario 3, and Scenario 1. Emissions of all pollutants under each scenario would be less than or equal to the buildout of the Gates Closed condition. Under all scenarios, impacts would be <b>less than significant</b>. – Section 3.2.5.2 a, Page 3.2-28</p> <p><u>Gates Open Baseline Comparison</u></p> <p>In the existing plus project condition, Scenario 3 represents the lowest VMT for the network, followed by Scenario 2, Scenario 1, and Scenario 4. Scenario 1 would result in an incremental increase in ROG, NOx, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. However, these incremental increases would be less than the applicable thresholds, and impacts would be <b>less than significant</b>. Under all scenarios, impacts would be <b>less than significant</b>.</p> <p>In the buildout with project condition, Scenario 2 represents the lowest VMT for the network, followed by Scenario 4, Scenario 3, and Scenario 1. However, the incremental increases in pollutant emissions would be less than the applicable thresholds. Under all scenarios, impacts would be <b>less than significant</b>. – Section 3.2.5.2 b, Page 3.2-29</p> <p><u>Issue 4 – Sensitive Receptors</u></p> <p>As shown in Tables 3.2-9a through 3.2-9d, the modeled one-hour and calculated eight-hour CO concentrations are projected to be less than the state and federal standards. Under all scenarios, impacts from CO hot spots would be <b>less than significant</b>. In addition, impacts due to construction and operational diesel particulate matter would be <b>less than significant</b>. – Section 3.2.6.2, Page 3.2-45</p> <p><u>Issue 5 – Odors</u></p> <p>No objectionable odors would be generated during operation of all four scenarios. Given mandatory compliance with SCAQMD rules, no construction activities or materials proposed under Scenarios 3 and 4 would create a significant level of objectionable odors. As such, potential impacts during short-term</p>	<p>NOx and CO, and would be <b>less than significant</b>. Emissions of all other pollutants under each scenario would be less than or equal to the existing condition; therefore, impacts would be <b>less than significant</b>.</p> <p>In the buildout with Project condition, Scenario 2 represents the lowest VMT for the network, followed by Scenario 4, Scenario 3, and Scenario 1. Emissions of all pollutants under each scenario would be less than or equal to the buildout of the Gates Closed condition. Under all scenarios, impacts would be <b>less than significant</b>. – Section 3.2.5.2 a, Page 3.2-28</p> <p><u>Gates Open Baseline Comparison</u></p> <p>In the existing plus project condition, Scenario 3 represents the lowest VMT for the network, followed by Scenario 2, Scenario 1, and Scenario 4. Scenario 1 would result in an incremental increase in ROG, NOx, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. However, these incremental increases would be less than the applicable thresholds, and impacts would be <b>less than significant</b>. Under all scenarios, impacts would be <b>less than significant</b>.</p> <p>In the buildout with project condition, Scenario 2 represents the lowest VMT for the network, followed by Scenario 4, Scenario 3, and Scenario 1. However, the incremental increases in pollutant emissions would be less than the applicable thresholds. Under all scenarios, impacts would be <b>less than significant</b>. – Section 3.2.5.2 b, Page 3.2-29</p> <p><u>Issue 4 – Sensitive Receptors</u></p> <p>As shown in Tables 3.2-9a through 3.2-9d, the modeled one-hour and calculated eight-hour CO concentrations are projected to be less than the state and federal standards. Under all scenarios, impacts from CO hot spots would be <b>less than significant</b>. In addition, impacts due to construction and operational diesel particulate matter would be <b>less than significant</b>. – Section 3.2.6.2, Page 3.2-45</p> <p><u>Issue 5 – Odors</u></p> <p>No objectionable odors would be generated during operation of all four scenarios. Given mandatory compliance with SCAQMD rules, no construction activities or materials proposed under Scenarios 3 and 4 would create a significant level of objectionable odors. As such, potential impacts during short-term</p>	<p><u>Gates Open Baseline Comparison</u></p> <p><b>No potentially significant impacts</b> would occur from implementation of off-site improvements. – Section 3.2.5.2 b, Page 3.2-29</p> <p><u>Issue 4 – Sensitive Receptors</u></p> <p><b>No impacts</b> would occur from implementation of off-site improvements. – Section 3.2.6.2, Page 3.2-45</p> <p><u>Issue 5 – Odors</u></p> <p><b>No impacts</b> would be associated with off-site improvements. – Section 3.2.7.2, Page 3.2-47</p>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	construction would be <b>less than significant</b> . – Section 3.2.7.2, Page 3.2-47	construction would be <b>less than significant</b> . – Section 3.2.7.2, Page 3.2-47	construction would be <b>less than significant</b> . – Section 3.2.7.2, Page 3.2-47	construction would be <b>less than significant</b> . – Section 3.2.7.2, Page 3.2-47	
Result of Impact Analysis	N/A	N/A	N/A	N/A	N/A
Needed Mitigation Measures	N/A	N/A	N/A	N/A	N/A
Significant Impacts That Cannot be Mitigated	N/A	N/A	N/A	N/A	N/A
<b>Biological Resources – (Pages 3.3-1 – 3.3-68)</b>					
Significance of Impacts	<p><b>Issue 1 – Special Status Species</b> No construction or ground-disturbing activities would occur under Scenarios 1 or 2; therefore, <b>no impact</b> would occur. – Section 3.3.4.2, Page 3.3-44</p>	<p><b>Issue 1 – Special Status Species</b> No construction or ground-disturbing activities would occur under Scenarios 1 or 2; therefore, <b>no impact</b> would occur. – Section 3.3.4.2, Page 3.3-44</p>	<p><b>Issue 1 – Special Status Species</b> Scenarios 3 and 4 have the potential to impact coastal California gnatcatcher and least Bell’s vireo. In addition, Scenario 4 has the potential to impact Lincoln’s sparrow. Impacts to nesting migratory birds and raptors under both scenarios <b>would be significant (MM-BIO-1), and thus require mitigation</b>. Impacts associated with the urbanization and development of a project site are addressed through consistency with the MSHCP. If a project can be found to be consistent with the MSHCP, since it is not intended to be part of the MSHCP Reserve (i.e., not located in a Criteria Cell), and complies with the survey requirements of the MSHCP, any biological impacts that could occur as a result of the development of the site are mitigated through the MSHCP. Therefore, potential impacts to graceful tarplant and Belding’s orange-throated whiptail from Scenarios 3 are addressed through compliance with the MSHCP, and impacts would be <b>less than significant</b>. – Section 3.3.4.2, Page 3.3-44</p>	<p><b>Issue 1 – Special Status Species</b> Scenarios 3 and 4 have the potential to impact coastal California gnatcatcher and least Bell’s vireo. In addition, Scenario 4 has the potential to impact Lincoln’s sparrow. Impacts to nesting migratory birds and raptors under both scenarios <b>would be significant (MM-BIO-1), and thus require mitigation</b>. Impacts associated with the urbanization and development of a project site are addressed through consistency with the MSHCP. If a project can be found to be consistent with the MSHCP, since it is not intended to be part of the MSHCP Reserve (i.e., not located in a Criteria Cell), and complies with the survey requirements of the MSHCP, any biological impacts that could occur as a result of the development of the site are mitigated through the MSHCP. Therefore, potential impacts to graceful tarplant and Belding’s orange-throated whiptail from Scenarios 3 are addressed through compliance with the MSHCP, and impacts would be <b>less than significant</b>. – Section 3.3.4.2, Page 3.3-44</p>	<p><b>Issue 1 – Special Status Species</b> <b>No impacts</b> would occur from implementation of off-site improvements. – Section 3.3.4.2, Page 3.3-44</p>
	<p><b>Issue 2 – Riparian/Wetland Communities</b> No major construction or ground-disturbing activities would occur under Scenarios 1 and 2; thus, <b>no impact</b> to a wetland, riparian, or special status community would occur. – Section 3.3.5.2, Page 3.3-58</p>	<p><b>Issue 2 – Riparian/Wetland Communities</b> No major construction or ground-disturbing activities would occur under Scenarios 1 and 2; thus, <b>no impact</b> to a wetland, riparian, or special status community would occur. – Section 3.3.5.2, Page 3.3-58</p>	<p><b>Issue 2 – Riparian/Wetland Communities</b> The construction and subsequent operation of a fill crossing and a roadway bridge for Scenarios 3 and 4 would temporarily and permanently impact southern willow scrub and jurisdictional resources. Temporary and permanent impacts to southern willow scrub and jurisdictional waters <b>would be significant and require mitigation (MM-BIO-2)</b>. – Section 3.3.5.2, Page 3.3-58</p>	<p><b>Issue 2 – Riparian/Wetland Communities</b> The construction and subsequent operation of a fill crossing and a roadway bridge for Scenarios 3 and 4 would temporarily and permanently impact southern willow scrub and jurisdictional resources. Temporary and permanent impacts to southern willow scrub and jurisdictional waters <b>would be significant and require mitigation (MM-BIO-2)</b>. – Section 3.3.5.2, Page 3.3-58</p>	<p><b>Issue 2 – Riparian/Wetland Communities</b> <b>No impacts</b> would be associated with off-site improvements. – Section 3.3.5.2, Page 3.3-58</p>
	<p><b>Issue 3 – Wildlife Corridors</b> Maintaining or removing the gates under Scenarios 1 and 2 would not occur in designated wildlife corridors, and would therefore not interfere substantially with wildlife corridors. <b>No impact</b> would occur. – Section 3.3.6.2, Pages 3.3-61 – 3.3-62</p>	<p><b>Issue 3 – Wildlife Corridors</b> Maintaining or removing the gates under Scenarios 1 and 2 would not occur in designated wildlife corridors, and would therefore not interfere substantially with wildlife corridors. <b>No impact</b> would occur. – Section 3.3.6.2, Pages 3.3-61 – 3.3-62</p>	<p><b>Issue 3 – Wildlife Corridors</b> The connection of Overlook Parkway associated with Scenarios 3 and 4 is proposed in an area surrounded by residential development, outside of a designated wildlife corridor. While smaller mammals and other wildlife that typically use the Alessandro Arroyo may temporarily cease to use this corridor during construction, there would be <b>no significant, permanent impacts</b> to this</p>	<p><b>Issue 3 – Wildlife Corridors</b> The connection of Overlook Parkway associated with Scenarios 3 and 4 is proposed in an area surrounded by residential development, outside of a designated wildlife corridor. While smaller mammals and other wildlife that typically use the Alessandro Arroyo may temporarily cease to use this corridor during construction, there would be <b>no significant, permanent impacts</b> to this</p>	<p><b>Issue 3 – Wildlife Corridors</b> <b>No impacts</b> would occur from implementation of off-site improvements. – Section 3.3.6.2, Pages 3.3-61 – 3.3-62</p>

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

<b>EIR Section</b>	<b>Scenario 1</b>	<b>Scenario 2</b>	<b>Scenario 3</b>	<b>Scenario 4</b>	<b>Off-Site</b>
			wildlife movement corridor. – Section 3.3.6.2, Pages 3.3-61 – 3.3-62	wildlife movement corridor.  The Proposed C Street under Scenario 4 only would also not be located in a wildlife movement corridor due to the level of development and lack of open natural space and related features such as drainages. Impacts from the road construction would also be <b>less than significant.</b> – Section 3.3.6.2, Pages 3.3-61 – 3.3-62	
	<b>Issue 4 – Local Policies and Ordinances</b> Scenarios 1 and 2 would not conflict with the Urban Forestry Policy Manual, as no trees would be removed or planted under this scenario. Impacts would be <b>less than significant.</b> – Section 3.3.7.2, Page 3.3-64	<b>Issue 4 – Local Policies and Ordinances</b> Scenarios 1 and 2 would not conflict with the Urban Forestry Policy Manual, as no trees would be removed or planted under this scenario. Impacts would be <b>less than significant.</b> – Section 3.3.7.2, Page 3.3-64	<b>Issue 4 – Local Policies and Ordinances</b> For Scenarios 3 and 4, trees planted in the median of the fill crossing would be similar to the trees already planted in the completed section of Overlook Parkway east of the fill crossing, to ensure aesthetical continuity. Because the bridge has been designed to minimize impacts to the arroyo, there would not be a median, and thus no street trees would be planted on the bridge. Impacts would be <b>less than significant.</b> – Section 3.3.7.2, Page 3.3-64	<b>Issue 4 – Local Policies and Ordinances</b> For Scenarios 3 and 4, trees planted in the median of the fill crossing would be similar to the trees already planted in the completed section of Overlook Parkway east of the fill crossing, to ensure aesthetical continuity. Because the bridge has been designed to minimize impacts to the arroyo, there would not be a median, and thus no street trees would be planted on the bridge. Impacts would be <b>less than significant.</b>  Conformance to the guidelines for street trees in the Master Urban Forest Plan Guidelines would ensure that any new tree species for the Proposed C Street would blend with the surrounding area. During implementation of Scenario 4, the Department of Public Works is required to comply to all specifications detailed in the guidelines to manage this process and protect existing trees to ensure that impacts would be <b>less than significant.</b> – Section 3.3.7.2, Page 3.3-64	<b>Issue 4 – Local Policies and Ordinances</b> <b>No impacts</b> would occur from implementation of off-site improvements. – Section 3.3.7.2, Page 3.3-64
	<b>Issue 5 – Conservation Plans</b> Scenarios 1 and 2 would have no impact on biological resources and would not conflict with the provisions of the MSHCP or Stephens’ Kangaroo Rat HCP. <b>No impact</b> would occur. – Section 3.3.8.2, Pages 3.3-66 – 3.3-67	<b>Issue 5 – Conservation Plans</b> Scenarios 1 and 2 would have no impact on biological resources and would not conflict with the provisions of the MSHCP or Stephens’ Kangaroo Rat HCP. <b>No impact</b> would occur. – Section 3.3.8.2, Pages 3.3-66 – 3.3-67	<b>Issue 5 – Conservation Plans</b> Scenarios 3 and 4 would implement all requirements detailed by the MSHCP, including the payment of fees. These scenarios would also comply with the Stephen’s Kangaroo Rat HCP. Because there would not be a conflict with any approved conservation plan, impacts would be <b>less than significant.</b> – Section 3.3.8.2, Pages 3.3-66 – 3.3-67	<b>Issue 5 – Conservation Plans</b> Scenarios 3 and 4 would implement all requirements detailed by the MSHCP, including the payment of fees. These scenarios would also comply with the Stephen’s Kangaroo Rat HCP. Because there would not be a conflict with any approved conservation plan, impacts would be <b>less than significant.</b> – Section 3.3.8.2, Pages 3.3-66 – 3.3-67	<b>Issue 5 – Conservation Plans</b> <b>No impacts</b> would occur from implementation of off-site improvements. – Section 3.3.8.2, Pages 3.3-66 – 3.3-67
Results of Impact Analysis	<b>Issue 1 – Special Status Species</b> N/A	<b>Issue 1 – Special Status Species</b> N/A	<b>Issue 1 – Special Status Species</b> <b>S3-BIO-1:</b> Construction which includes grubbing and grading may result in the take of migratory bird species if construction is conducted during the breeding season of most bird species. Based on the presence of suitable habitat for coastal California gnatcatcher and least Bell’s vireo and the potential for raptors to nest, impacts to migratory birds and raptors would be <b>significant.</b> – Table S-1, Page S-20	<b>Issue 1 – Special Status Species</b> <b>S4-BIO-1:</b> Construction which includes grubbing and grading may result in the take of migratory bird species if construction is conducted during the breeding season of most bird species. Based on the presence of suitable habitat for coastal California gnatcatcher, least Bell’s vireo, and Lincoln’s sparrow and the potential for raptors to nest, impacts to migratory birds and raptors would be <b>significant.</b> Table S-1, Page S-33	<b>Issue 1 – Special Status Species</b> N/A

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><i>Issue 2 – Riparian/Wetland Communities</i> N/A</p> <p><i>Issue 3 – Wildlife Corridors</i> N/A</p> <p><i>Issue 4 – Local Policies and Ordinances</i> N/A</p>	<p><i>Issue 2 – Riparian/Wetland Communities</i> N/A</p> <p><i>Issue 3 – Wildlife Corridors</i> N/A</p> <p><i>Issue 4 – Local Policies and Ordinances</i> N/A</p>	<p><i>Issue 2 – Riparian/Wetland Communities</i> <b>S3-BIO-2:</b> The construction and subsequent operation of a fill crossing and a roadway bridge would <b>temporarily and permanently impact</b> southern willow scrub and jurisdictional resources. – Table S-1, Page S-21</p> <p><i>Issue 3 – Wildlife Corridors</i> N/A</p> <p><i>Issue 4 – Local Policies and Ordinances</i> N/A</p> <p><i>Issue 5 – Conservation Plans</i> N/A</p>	<p><i>Issue 2 – Riparian/Wetland Communities</i> <b>S4-BIO-2:</b> The construction and subsequent operation of a fill crossing and a roadway bridge would <b>temporarily and permanently impact</b> southern willow scrub and jurisdictional resources. – Table S-1, Page S-34</p> <p><i>Issue 3 – Wildlife Corridors</i> N/A</p> <p><i>Issue 4 – Local Policies and Ordinances</i> N/A</p> <p><i>Issue 5 – Conservation Plans</i> N/A</p>	<p><i>Issue 2 – Riparian/Wetland Communities</i> N/A</p> <p><i>Issue 3 – Wildlife Corridors</i> N/A</p> <p><i>Issue 4 – Local Policies and Ordinances</i> N/A</p> <p><i>Issue 5 – Conservation Plans</i> N/A</p>
Needed Mitigation Measures	<p><i>Issue 1 – Special Status Species</i> N/A</p>	<p><i>Issue 1 – Special Status Species</i> N/A</p>	<p><i>Issue 1 – Special Status Species</i> <b>MM-BIO-1:</b> In accordance with the MBTA, CDFG Code 3503, and the MSHCP, no direct impacts shall occur to any nesting birds, their eggs, chicks, or nests during their breeding seasons (including coastal California gnatcatcher, least Bell’s vireo, raptors, and other migratory birds). Construction shall be conducted outside the breeding season of February 1 – September 15. If construction activities must occur during the combined bird-breeding season, the following steps shall apply:</p> <p>Prior to the issuance of a grading permit, a qualified biologist shall conduct a pre-construction clearance survey for nesting birds in suitable nesting habitat within the proposed area of impact. Pre-construction nesting surveys will identify any active migratory birds (and other sensitive non-migratory birds) nests. Although there is no formal established protocol for nest avoidance, avoidance buffers of 500 feet for raptors/owls, and 100 to 300 feet for songbirds, shall be established, with exact distances for each site to be determined by a qualified biologist. However, avoidance buffers for ground nesting raptor species shall be larger than 500 feet. The construction setback for one species, northern harrier (<i>Circus cyaneus hudsonius</i>), shall include the conservation of habitat within an 820-foot (250-meter) radius around any active nest site locations. If bird nests are present, appropriate construction limits setback shall be maintained until the young are completely independent of the nest. With the implementation of this mitigation measure, direct impacts to any active migratory bird nest would be avoided. – Table S-1, Page S-20</p>	<p><i>Issue 1 – Special Status Species</i> <b>MM-BIO-1:</b> In accordance with the MBTA, CDFG Code 3503, and the MSHCP, no direct impacts shall occur to any nesting birds, their eggs, chicks, or nests during their breeding seasons (including coastal California gnatcatcher, least Bell’s vireo, raptors, and other migratory birds). Construction shall be conducted outside the breeding season of February 1 – September 15. If construction activities must occur during the combined bird-breeding season, the following steps shall apply:</p> <p>Prior to the issuance of a grading permit, a qualified biologist shall conduct a pre-construction clearance survey for nesting birds in suitable nesting habitat within the proposed area of impact. Pre-construction nesting surveys will identify any active migratory birds (and other sensitive non-migratory birds) nests. Although there is no formal established protocol for nest avoidance, avoidance buffers of 500 feet for raptors/owls, and 100 to 300 feet for songbirds, shall be established, with exact distances for each site to be determined by a qualified biologist. However, avoidance buffers for ground nesting raptor species shall be larger than 500 feet. The construction setback for one species, northern harrier (<i>Circus cyaneus hudsonius</i>), shall include the conservation of habitat within an 820-foot (250-meter) radius around any active nest site locations. If bird nests are present, appropriate construction limits setback shall be maintained until the young are completely independent of the nest. With the implementation of this mitigation measure, direct impacts to any active migratory bird nest would be avoided. – Table S-1, Page S-33</p>	<p><i>Issue 1 – Special Status Species</i> N/A</p>

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><i>Issue 2 – Riparian/Wetland Communities</i> N/A</p>	<p><i>Issue 2 – Riparian/Wetland Communities</i> N/A</p>	<p><i>Issue 2 – Riparian/Wetland Communities</i> <b>MM-BIO-2:</b> Mitigation requirements for the impacts to disturbance and removal of southern willow scrub—a riparian habitat also considered suitable for least Bell’s vireo—and jurisdictional resources are summarized in Table 3.3-6. Authorized impacts to jurisdictional resources would require mitigation in the form of habitat creation, enhancement, or restoration or the purchase of off-site mitigation credits to achieve a no-net-loss of jurisdictional resources, as determined by a qualified restoration specialist in consultation with the regulatory agencies. All mitigation listed below for state and federal waters is subject to the approval of the regulatory agencies during the permitting process.</p> <p>To reduce impacts to southern willow scrub and jurisdictional resources to less than significant, the City shall provide 1.48 acres of wetland creation and restoration/enhancement of existing disturbed wetlands for impacts to ACOE and CDFG jurisdictional resources (see Table 3.3-6).</p> <p>Temporary impacts to southern willow scrub and jurisdictional waters shall be mitigated on-site through restoration of the areas disturbed during construction at a 1:1 ratio.</p> <p>Permanent impacts to southern willow scrub and jurisdictional waters require mitigation as a 2:1 ratio through one of the following.</p> <ol style="list-style-type: none"> <li>1. Creation of additional wetlands (e.g., southern willow scrub) and enhancement of existing wetlands containing southern willow scrub shall be implemented to meet the 2:1 mitigation ratio for the permanent impacts to southern willow scrub wetlands. Creation and enhancement activities shall occur at a suitable location and restoration/enhancement of existing wetlands within the Alessandro Arroyo. A Wetland Mitigation Plan shall be prepared which identifies the location of creation/restoration and enhancement areas, methods involved to implement the mitigation effort, and maintenance and monitoring program which is required to</li> </ol>	<p><i>Issue 2 – Riparian/Wetland Communities</i> <b>MM-BIO-2:</b> Mitigation requirements for the impacts to disturbance and removal of southern willow scrub—a riparian habitat also considered suitable for least Bell’s vireo—and jurisdictional resources are summarized in Table 3.3-6. Authorized impacts to jurisdictional resources would require mitigation in the form of habitat creation, enhancement, or restoration or the purchase of off-site mitigation credits to achieve a no-net-loss of jurisdictional resources, as determined by a qualified restoration specialist in consultation with the regulatory agencies. All mitigation listed below for state and federal waters is subject to the approval of the regulatory agencies during the permitting process.</p> <p>To reduce impacts to southern willow scrub and jurisdictional resources to less than significant, the City shall provide 1.48 acres of wetland creation and restoration/enhancement of existing disturbed wetlands for impacts to ACOE and CDFG jurisdictional resources (see Table 3.3-6).</p> <p>Temporary impacts to southern willow scrub and jurisdictional waters shall be mitigated on-site through restoration of the areas disturbed during construction at a 1:1 ratio.</p> <p>Permanent impacts to southern willow scrub and jurisdictional waters require mitigation as a 2:1 ratio through one of the following.</p> <ol style="list-style-type: none"> <li>1. Creation of additional wetlands (e.g., southern willow scrub) and enhancement of existing wetlands containing southern willow scrub shall be implemented to meet the 2:1 mitigation ratio for the permanent impacts to southern willow scrub wetlands. Creation and enhancement activities shall occur at a suitable location and restoration/enhancement of existing wetlands within the Alessandro Arroyo. A Wetland Mitigation Plan shall be prepared which identifies the location of creation/restoration and enhancement areas, methods involved to implement the mitigation effort, and maintenance and monitoring program which is required to ensure the success of the mitigation.</li> </ol>	<p><i>Issue 2 – Riparian/Wetland Communities</i> N/A</p>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
			ensure the success of the mitigation.  Provide compensation through the purchase of credits from an established wetland mitigation site within the same watershed, if available, for impacts that cannot be mitigated on-site. – Table S-1, Page S-21	2. Provide compensation through the purchase of credits from an established wetland mitigation site within the same watershed, if available, for impacts that cannot be mitigated on-site. – Table S-1, Pages S-34 – S-35	
Significant Impacts That Cannot be Mitigated	N/A	N/A	N/A	N/A	N/A
<b>Cultural/Historical Resources – Pages 3.4-1 – 3.4-30</b>					
Significance of Impacts	<b>Issue 1 – Historical Resources</b> Because maintaining the gates would not require construction, <b>no significant impacts</b> to historical resources would occur under Scenarios 1, 2 and 3. – Section 3.4.4.2, Pages 3.4-19 – 3.4-20	<b>Issue 1 – Historical Resources</b> Because maintaining the gates would not require construction, <b>no significant impacts</b> to historical resources would occur under Scenarios 1, 2 and 3. – Section 3.4.4.2, Pages 3.4-19 – 3.4-20	<del>Because maintaining the gates would not require construction, no significant impacts to historical resources would occur under Scenarios 1, 2 and 3. – This change is being made in the Finale EIR Errata.</del>  The connection of Overlook Parkway east to Alessandro Boulevard <b>would not result in significant impacts</b> related to historic resources. – Section 3.4.4.2, Pages 3.4-19 – 3.4-20	<b>Issue 1 – Historical Resources</b> The connection of Overlook Parkway east to Alessandro Boulevard <b>would not result in significant impacts</b> related to historic resources. Also, impacts to the Gage Canal under Scenario 4 would be <b>less than significant</b> . However, construction of the Proposed C Street at the intersection of Victoria Avenue and Madison Street under Scenario 4 <b>would be significant (MM-CUL-1)</b> . – Section 3.4.4.2, Pages 3.4-19 – 3.4-20	<b>Issue 1 – Historical Resources</b> Because the off-site improvements propose upgrades and alterations to intersections along Victoria Avenue, which is considered a historic resource, <b>off-site impacts would also be significant</b> . Design steps are required to reduce the impact. Therefore, the Mitigation Measure ( <b>MM-CUL-1</b> ) would also apply. – Section 3.4.4.2, Pages 3.4-19 – 3.4-20
	<b>Issue 2 – Archaeological Resources</b> <b>No impacts</b> to archaeological resources would occur under either Scenarios 1 or 2. – Section 3.4.5.2, Page 3.4-23	<b>Issue 2 – Archaeological Resources</b> <b>No impacts</b> to archaeological resources would occur under either Scenarios 1 or 2. – Section 3.4.5.2, Page 3.4-23	<b>Issue 2 – Archaeological Resources</b> Under Scenario 3, <b>potential significant impacts</b> to subsurface prehistoric or historic deposits that may be present and could be uncovered during construction activities associated with the connection of Overlook Parkway ( <b>MM-CUL-1</b> ) were identified. – Section 3.4.5.2, Page 3.4-23	<b>Issue 2 – Archaeological Resources</b> Under Scenario 4, impacts to subsurface prehistoric or historic deposits that may be present and could be uncovered during construction activities associated with the connection of Overlook Parkway <b>are similarly potentially significant (MM-CUL-2)</b> . In addition, construction of the Proposed C Street could <b>potentially impact</b> additional unknown archaeological resources ( <b>MM-CUL-3</b> ). – Section 3.4.5.2, Page 3.4-23	<b>Issue 2 – Archaeological Resources</b> There would be <b>no significant impacts</b> to archaeological resources from off-site improvements. – Section 3.4.5.2, Page 3.4-23
	<b>Issue 3 – Paleontological Resources</b> <b>No impacts</b> to paleontological resources would occur under Scenarios 1 or 2. – Section 3.4.6.2, Page 3.4-27	<b>Issue 3 – Paleontological Resources</b> <b>No impacts</b> to paleontological resources would occur under Scenarios 1 or 2. – Section 3.4.6.2, Page 3.4-27	<b>Issue 3 – Paleontological Resources</b> Because all construction would occur in low sensitivity potential areas for paleontological resources impacts to paleontological resources under Scenario 3 <b>would be less than significant</b> . – Section 3.4.6.2, Page 3.4-27	<b>Issue 3 – Paleontological Resources</b> Because of the high sensitivity potential areas for paleontological resources within the area in and around the Proposed C Street, Project grading under Scenario 4 could potentially destroy fossil remains, resulting in a <b>significant impact to paleontological resources (MM-CUL-4)</b> . – Section 3.4.6.2, Page 3.4-27	<b>Issue 3 – Paleontological Resources</b> <b>No impacts</b> to paleontological resources would occur under as a result of off-site improvements. – Section 3.4.6.2, Page 3.4-27
	<b>Issue 4 – Religious/Sacred Uses and Human Remains</b> <b>No impacts</b> would be associated with Scenarios 1 and 2. – Section 3.4.7.2, Page 3.4-30	<b>Issue 4 – Religious/Sacred Uses and Human Remains</b> <b>No impacts</b> would be associated with Scenarios 1 and 2. – Section 3.4.7.2, Page 3.4-30	<b>Issue 4 – Religious/Sacred Uses and Human Remains</b> In the unlikely event of the discovery of human remains during construction of the proposed components under Scenarios 3 and 4, the City will be required to conform with the procedures set forth in the California Public Resources Code (Section 5097.98) and State Health and Safety Code (Section 7050.5), and impacts would be <b>less than significant</b> . –	<b>Issue 4 – Religious/Sacred Uses and Human Remains</b> In the unlikely event of the discovery of human remains during construction of the proposed components under Scenarios 3 and 4, the City will be required to conform with the procedures set forth in the California Public Resources Code (Section 5097.98) and State Health and Safety Code (Section 7050.5), and impacts would be <b>less than significant</b> . –	<b>Issue 4 – Religious/Sacred Uses and Human Remains</b> <b>No impacts</b> would be associated with off-site improvements. – Section 3.4.7.2, Page 3.4-30

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

<b>EIR Section</b>	<b>Scenario 1</b>	<b>Scenario 2</b>	<b>Scenario 3</b>	<b>Scenario 4</b>	<b>Off-Site</b>
Results of Impact Analysis	<p><i>Issue 1 – Historical Resources</i> N/A</p> <p><i>Issue 2 – Archaeological Resources</i> N/A</p> <p><i>Issue 2 – Archaeological Resources</i> N/A</p> <p><i>Issue 3 – Paleontological Resources</i> N/A</p>	<p><i>Issue 1 – Historical Resources</i> N/A</p> <p><i>Issue 2 – Archaeological Resources</i> N/A</p> <p><i>Issue 2 – Archaeological Resources</i> N/A</p> <p><i>Issue 3 – Paleontological Resources</i> N/A</p>	<p>Section 3.4.7.2, Page 3.4-30</p> <p><i>Issue 1 – Historical Resources</i> N/A</p> <p><i>Issue 2 – Archaeological Resources</i> <b>S3-CUL-1:</b> Project components proposed in the Alessandro Arroyo would occur in areas of alluvial deposition, and there is the potential for buried cultural resources that cannot be identified at the survey level. The potential for buried cultural resources is lower in the alignment for the fill crossing of Overlook Parkway to the east; however, the potential for resources still exists. Since there is the possibility of subsurface prehistoric or historic deposits to be present that could be uncovered during construction activities, a potentially <b>significant impact</b> to subsurface archaeological resources could result from the development of Scenario 3. – Table S-1, Pages S-22 – S-23</p> <p><i>Issue 2 – Archaeological Resources</i> N/A</p> <p><i>Issue 3 – Paleontological Resources</i> N/A</p>	<p>Section 3.4.7.2, Page 3.4-30</p> <p><i>Issue 1 – Historical Resources</i> <b>S4-CUL-1:</b> Construction of the Proposed C Street at the intersection of Victoria Avenue and Madison Street under Scenario 4 would result in a substantial adverse to change to Victoria Avenue. Impacts to historical resources would be <b>significant</b>. – Table S-1, Pages S-35 – S-36</p> <p><i>Issue 2 – Archaeological Resources</i> <b>S4-CUL-2:</b> Under Scenario 4, impacts to subsurface prehistoric or historic deposits that may be present and could be uncovered during construction activities associated with the connection of Overlook Parkway are similarly <b>potentially significant</b>. – Table S-1, Pages S-36 – S-38</p> <p><i>Issue 2 – Archaeological Resources</i> <b>S4-CUL-3:</b> Construction of the Proposed C Street could <b>potentially impact</b> additional unknown archaeological resources. – Table S-1, Pages S-38 – S-39</p> <p><i>Issue 3 – Paleontological Resources</i> <b>S4-CUL-4:</b> Because of the high sensitivity potential areas for paleontological resources, Project grading under Scenario 4 could potentially destroy fossil remains, resulting in a <b>significant impact</b> to paleontological resources. – Tale S-1, Pages S-39 – S-41</p>	<p><i>Issue 1 – Historical Resources</i> The off-site improvements, such as signaling intersections or adding turn lanes, are needed at key intersections to accommodate flows and mitigate Level of Service (LOS) impacts for all four scenarios. Proposed mitigation measures include alterations to intersections along Victoria Avenue, including: Washington Street at Victoria Avenue, Madison Street/Proposed C Street at Victoria Avenue, and Arlington Avenue at Victoria Avenue. Improvements such as the installation of traffic signals, crosswalks in the median, and additional pavement on the shoulder as a result of lane widening constitute a substantial adverse change to Victoria Avenue and would be considered significant. However, whether to implement off-site improvements is under the discretion of the decision-making body, and those improvements are not part of the Project proposed by any of the scenarios. – Table S-1, Pages S-50 – S-51</p> <p><i>Issue 2 – Archaeological Resources</i> N/A</p> <p><i>Issue 2 – Archaeological Resources</i> N/A</p> <p><i>Issue 3 – Paleontological Resources</i> N/A</p>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<i>Issue 4 – Religious/Sacred Uses and Human Remains</i> N/A	<i>Issue 4 – Religious/Sacred Uses and Human Remains</i> N/A	<i>Issue 4 – Religious/Sacred Uses and Human Remains</i> N/A	<i>Issue 4 – Religious/Sacred Uses and Human Remains</i> N/A	<i>Issue 4 – Religious/Sacred Uses and Human Remains</i> N/A
Needed Mitigation Measures	<i>Issue 1 – Historical Resources</i> N/A	<i>Issue 1 – Historical Resources</i> N/A	<i>Issue 1 – Historical Resources</i> N/A	<p><i>Issue 1 – Historical Resources</i></p> <p>The preferred method to reduce the level of adverse change to below a level of significant effect to Victoria Avenue for Scenario 4 would be to design the Project so that no alterations were made to the existing intersection. If changes to the existing intersection of Victoria Avenue and Madison Street cannot be avoided, design steps could be implemented that would reduce the impact as follows:</p> <p><b>MM-CUL-1:</b> To reduce impacts related to traffic improvements at intersections along Victoria Avenue, the following design measures shall be implemented:</p> <ul style="list-style-type: none"> <li>• Traffic lights shall be low profile signals or signals suspended on wires.</li> <li>• New curbs shall be designed as low as possible and constructed of asphalt.</li> <li>• Curbs shall match the small section of rolled asphalt curb that exists on Victoria and extend away from the actual intersection for as short a distance as feasible.</li> <li>• Plants within areas that would be either permanently or temporarily impacted by the intersection changes along Victoria Avenue shall be salvaged prior to commencement of construction activities and used for landscaping after construction is finished. Plantings in disturbed areas shall replicate the pre-disturbance design as far as species type, maturity/height, and grouping of plants, including mature Mexican fan palms and ragged robin roses. Specifically, the ragged robin roses planted in the median and on the southeast corner of the Victoria Avenue/Madison Street intersection shall be salvaged and replanted in the median, moving some of the other plants back to reproduce the original dimensions and density of the pre-construction condition. Where salvaging of plants is impractical, new plants of the same species and size shall be replanted. – Table S-1, Pages S-35 – S-36</li> </ul>	<p><i>Issue 1 – Historical Resources</i></p> <p>The preferred method to reduce the level of adverse change to below a level of significant effect to Victoria Avenue for Scenario 4 would be to design the Project so that no alterations were made to the existing intersection. If changes to the existing intersection of Victoria Avenue and Madison Street cannot be avoided, design steps could be implemented that would reduce the impact as follows:</p> <p><b>MM-CUL-1:</b> To reduce impacts related to traffic improvements at intersections along Victoria Avenue, the following design measures shall be implemented:</p> <ul style="list-style-type: none"> <li>• Traffic lights shall be low profile signals or signals suspended on wires.</li> <li>• New curbs shall be designed as low as possible and constructed of asphalt.</li> <li>• Curbs shall match the small section of rolled asphalt curb that exists on Victoria and extend away from the actual intersection for as short a distance as feasible.</li> <li>• Plants within areas that would be either permanently or temporarily impacted by the intersection changes along Victoria Avenue shall be salvaged prior to commencement of construction activities and used for landscaping after construction is finished. Plantings in disturbed areas shall replicate the pre-disturbance design as far as species type, maturity/height, and grouping of plants, including mature Mexican fan palms and ragged robin roses. Specifically, the ragged robin roses planted in the median and on the southeast corner of the Victoria Avenue/Madison Street intersection shall be salvaged and replanted in the median, moving some of the other plants back to reproduce the original dimensions and density of the pre-construction condition. Where salvaging of plants is impractical, new plants of the same species and size shall be replanted. – Table S-1, Pages S-50 – S-51</li> </ul>
	<i>Issue 2 – Archaeological Resources</i>	<i>Issue 2 – Archaeological Resources</i>			

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	N/A	N/A	<p><b>MM-CUL-2:</b> To reduce impacts to archaeological resources during grading and other ground disturbing activities of previously undisturbed deposits, monitoring by a qualified archaeologist and Native American representative shall occur for the construction of Overlook Parkway and the Proposed C Street, including within the Alessandro Arroyo. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections shall be determined by the Project Archaeologist in consultation with the Native American Monitor. Monitoring of cutting of previously disturbed deposits shall be determined by the Project Archaeologist.</p> <p>If previously unknown subsurface resources are found during grading, the Project Archaeologist, in consultation with the Native American monitor, shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. At the time of discovery, the City shall be notified and measures shall be implemented to insure any Project-related impacts are reduced to a level below significance. Construction activities shall be allowed to resume in the affected area only after the City has concurred with the evaluation. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the Project Archaeologist and approved by the City, then carried out using professional archaeological methods.</p> <p>The Project Archaeologist shall submit monthly status reports to the City Public Works Department starting from the date of the Notice to Proceed to termination of implementation of the grading monitoring program. The reports shall briefly summarize all activities during the period and the status of progress on overall plan implementation. Upon completion of the implementation phase, a final report shall be submitted describing the plan compliance procedures and site conditions before and after construction.</p> <p>Upon completion of the Project, if no</p>	<p><b>MM-CUL-2:</b> To reduce impacts to archaeological resources during grading and other ground disturbing activities of previously undisturbed deposits, monitoring by a qualified archaeologist and Native American representative shall occur for the construction of Overlook Parkway and the Proposed C Street, including within the Alessandro Arroyo. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections shall be determined by the Project Archaeologist in consultation with the Native American Monitor. Monitoring of cutting of previously disturbed deposits shall be determined by the Project Archaeologist.</p> <p>If previously unknown subsurface resources are found during grading, the Project Archaeologist, in consultation with the Native American monitor, shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. At the time of discovery, the City shall be notified and measures shall be implemented to insure any Project-related impacts are reduced to a level below significance. Construction activities shall be allowed to resume in the affected area only after the City has concurred with the evaluation. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the Project Archaeologist and approved by the City, then carried out using professional archaeological methods.</p> <p>The Project Archaeologist shall submit monthly status reports to the City Public Works Department starting from the date of the Notice to Proceed to termination of implementation of the grading monitoring program. The reports shall briefly summarize all activities during the period and the status of progress on overall plan implementation. Upon completion of the implementation phase, a final report shall be submitted describing the plan compliance procedures and site conditions before and after construction.</p> <p>Upon completion of the Project, if no</p>	N/A

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p align="center"><i>Issue 2 – Archaeological Resources</i> N/A</p>	<p align="center"><i>Issue 2 – Archaeological Resources</i> N/A</p>	<p>archaeological resources are encountered during grading, then a final Negative Monitoring Report shall be submitted substantiating that grading activities are completed and no cultural resources were encountered. Monitoring logs showing the date and time that the monitor was on site must be included in the Negative Monitoring Report.</p> <p>If archaeological resources were encountered during grading, the Project Archaeologist shall provide a Monitoring Report stating that the field grading monitoring activities have been completed, and that resources have been encountered. The report shall detail all cultural artifacts and deposits discovered during monitoring and the anticipated time schedule for completion of the curation phase of the monitoring. – Table S-1, Pages S-22 – S-24</p> <p align="center"><i>Issue 2 – Archaeological Resources</i> N/A</p>	<p>archaeological resources are encountered during grading, then a final Negative Monitoring Report shall be submitted substantiating that grading activities are completed and no cultural resources were encountered. Monitoring logs showing the date and time that the monitor was on site must be included in the Negative Monitoring Report.</p> <p>If archaeological resources were encountered during grading, the Project Archaeologist shall provide a Monitoring Report stating that the field grading monitoring activities have been completed, and that resources have been encountered. The report shall detail all cultural artifacts and deposits discovered during monitoring and the anticipated time schedule for completion of the curation phase of the monitoring. – Table S-1, Pages S-36 – S-38</p> <p align="center"><i>Issue 2 – Archaeological Resources</i> <b>MM-CUL-3:</b> To reduce impacts to archaeological resources for the Proposed C Street, prior to commencement of grading, the unsurveyed portions of the route shall be surveyed by a qualified archaeologist to determine if cultural resources are present. The survey shall follow City of Riverside guidelines in effect at the time of the survey. If no cultural resources are found during the survey, no additional work is required prior to construction.</p> <p>Should cultural resources be found in the Project impact area during the survey, the road alignment shall be redesigned to avoid the resource. If the Project cannot be feasibly redesigned to avoid the resource, a testing program shall be implemented under the direction of the City’s Historic Preservation Officer according to the following steps.</p> <ol style="list-style-type: none"> <li>1. The testing program shall be written by an archaeologist qualified by the City of Riverside as a Principal Investigator and follow current guidelines for testing of cultural resources. Testing programs shall consist of a combination of site mapping and the excavation of an appropriate number of test units and shovel test pits. The testing program shall be used to identify subsurface deposits and to define site boundaries. Testing will also determine the integrity of each resource, including presence of</li> </ol>	<p align="center"><i>Issue 2 – Archaeological Resources</i> N/A</p>

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><i>Issue 3 – Paleontological Resources</i> N/A</p>	<p><i>Issue 3 – Paleontological Resources</i> N/A</p>	<p><i>Issue 3 – Paleontological Resources</i> N/A</p>	<p>disturbance to the site, extent of disturbance, and if any intact subsurface deposits remain. This testing program will also determine whether the portions of the sites in the proposed Area of Potential Effect are significant historical resources under City of Riverside and CEQA criteria.</p> <p>2. If testing determines a resource is significant under City of Riverside or CEQA guidelines, a research design and data recovery program shall be required to mitigate Project related impacts to a level below that of significance. The research design/data recovery program shall be written by a City of Riverside archaeologist qualified as a Principal Investigator. The research design/data recovery program shall identify important research questions and explain procedures to be used in the excavation, analysis, and curation of recovered materials.</p> <p>Completion of this program would adequately mitigate impacts to cultural resources in the unsurveyed portions of Proposed C Street by assessing and collecting potential significant information from the resources and reduce impacts to below a level of significance. – Table S-1, Pages S-38 – S-39</p> <p><b>Issue 3 – Paleontological Resources</b> <b>MM-CUL-4:</b> The grading contractor shall be responsible for the monitoring for paleontological resources during all grading activities. If any fossils are found, all grading activities shall be stopped and the grading contractor shall contact the City. The City shall retain a qualified Paleontological Resources Monitor that shall be on-site to monitor as determined necessary by the Qualified Paleontologist and the City. The grading monitoring program shall comply with the following requirements during grading:</p> <ol style="list-style-type: none"> <li>1. The Qualified Paleontological Resources Monitor shall have the authority to direct, divert, or halt any grading/excavation within 50 feet of the find until such time that the sensitivity of the resource can be determined and the appropriate salvage implemented.</li> <li>2. The Qualified Paleontological Resources Monitor shall immediately contact the City.</li> </ol>	<p><i>Issue 3 – Paleontological Resources</i> N/A</p>

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><i>Issue 4 – Religious/Sacred Uses and Human Remains</i> N/A</p>	<p><i>Issue 4 – Religious/Sacred Uses and Human Remains</i> N/A</p>	<p><i>Issue 4 – Religious/Sacred Uses and Human Remains</i> N/A</p>	<p>3. The Qualified Paleontologist Resources Monitor shall determine if the discovered resource is significant under the criteria set forth in CEQA Guidelines Section 15064.5. If it is not significant, the paleontologist shall document the discovery as needed and the significance determination, and grading/excavation shall resume.</p> <p>4. If the paleontological resource is significant or potentially significant and if the City determines that avoidance is not feasible, the Qualified Paleontological Resources Monitor, shall complete the following tasks in the field:</p> <p>a. An excavation plan for mitigating the effect of the Project on the qualities that make the resource important. Requirements of the plan shall include:</p> <ul style="list-style-type: none"> <li>• Salvage unearthed fossil remains, including simple excavation of exposed specimens or, if necessary, plaster-jacketing of large and/or fragile specimens or more elaborate quarry excavations of richly fossiliferous deposits;</li> <li>• Record stratigraphic and geologic data to provide a context for the recovered fossil remains, typically including a detailed description of all paleontological localities within the Project site, as well as the lithology of fossil-bearing strata within the measured stratigraphic section, if feasible, and photographic documentation of the geologic setting; and</li> <li>• Transport the collected specimens to a laboratory for processing (cleaning, curation, cataloging, etc.).</li> </ul> <p>b. The plan shall be submitted to the City for review and approval prior to implementation. – Table S-1, Pages S-39 – S-41</p> <p><i>Issue 4 – Religious/Sacred Uses and Human Remains</i> N/A</p>	<p><i>Issue 4 – Religious/Sacred Uses and Human Remains</i> N/A</p>
Significant Impacts That	<i>Issue 1 – Historical Resources</i>	<i>Issue 1 – Historical Resources</i>			

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
Cannot be Mitigated	N/A	N/A	N/A	Implementation of Mitigation Measure <b>MM-CUL-1</b> for Scenario 4 would reduce the impact to Victoria Avenue, but not to below a level of significance. Therefore, impacts to Victoria Avenue are <b>significant and unavoidable</b> . Section 3.4.4.4, Page 3.4-21	Implementation of Mitigation Measure <b>MM-CUL-1</b> for off-site improvements (for all scenarios) would reduce the impact to Victoria Avenue, but not to below a level of significance. Therefore, impacts to Victoria Avenue are <b>significant and unavoidable</b> . Section 3.4.4.4, Page 3.4-21
<b>Drainage, Hydrology, and Water Quality – Pages 3.5-1 – 3.5-26</b>					
Significance of Impacts	<b>Issue 1 – Water Quality Standards/Runoff</b> Keeping the gates in place at Crystal View Terrace and Green Orchard Place under Scenario 1 or removing them under Scenario 2 would not violate any water quality standards or create storm water runoff. <b>No impact</b> would occur. – Section 3.5.4.2, Page 3.5-16	<b>Issue 1 – Water Quality Standards/Runoff</b> Keeping the gates in place at Crystal View Terrace and Green Orchard Place under Scenario 1 or removing them under Scenario 2 would not violate any water quality standards or create storm water runoff. <b>No impact</b> would occur. – Section 3.5.4.2, Page 3.5-16	<b>Issue 1 – Water Quality Standards/Runoff</b> Conformance with the requirements of the Construction General Permit would ensure that Project activities under Scenarios 3 and 4 would not violate any water quality standards or create or contribute runoff water which would exceed the capacity of storm water drainage systems. Therefore, water quality impacts would be <b>less than significant</b> . – Section 3.5.4.2, Page 3.5-16	<b>Issue 1 – Water Quality Standards/Runoff</b> Conformance with the requirements of the Construction General Permit would ensure that Project activities under Scenarios 3 and 4 would not violate any water quality standards or create or contribute runoff water which would exceed the capacity of storm water drainage systems. Therefore, water quality impacts would be <b>less than significant</b> . – Section 3.5.4.2, Page 3.5-16	<b>Issue 1 – Water Quality Standards/Runoff</b> <b>No impacts</b> associated with off-site improvements would occur. – Section 3.5.4.2, Page 3.5-16
	<b>Issue 2 – Groundwater</b> As Scenarios 1 and 2 do not involve the use of any water supply, <b>no impact</b> would occur to groundwater resources. – Section 3.5.5.2, Page 3.5-20	<b>Issue 2 – Groundwater</b> As Scenarios 1 and 2 do not involve the use of any water supply, <b>no impact</b> would occur to groundwater resources. – Section 3.5.5.2, Page 3.5-20	<b>Issue 2 – Groundwater</b> Scenarios 3 and 4 involve construction of new roadways but would not require potable water sources that would deplete groundwater resources or supplies. Impacts related to groundwater from Scenarios 3 and 4 would be <b>less than significant</b> . – Section 3.5.5.2, Page 3.5-20	<b>Issue 2 – Groundwater</b> Scenarios 3 and 4 involve construction of new roadways but would not require potable water sources that would deplete groundwater resources or supplies. Impacts related to groundwater from Scenarios 3 and 4 would be <b>less than significant</b> . – Section 3.5.5.2, Page 3.5-20	<b>Issue 2 – Groundwater</b> <b>No impacts</b> would occur from implementation of off-site improvements. – Section 3.5.5.2, Page 3.5-20
	<b>Issue 3 – Drainage Patterns</b> The placement or removal of traffic control devices at Crystal View Terrace and Green Orchard Place under Scenarios 1 and 2 would not substantially alter the drainage patterns of the site. <b>No impact</b> would occur. – Section 3.5.6.2, Pages 3.5-24 – 3.5-25	<b>Issue 3 – Drainage Patterns</b> The placement or removal of traffic control devices at Crystal View Terrace and Green Orchard Place under Scenarios 1 and 2 would not substantially alter the drainage patterns of the site. <b>No impact</b> would occur. – Section 3.5.6.2, Pages 3.5-24 – 3.5-25	<b>Issue 3 – Drainage Patterns</b> Proposed roadways under Scenarios 3 and 4 include storm drain facilities. In the case of the Overlook Parkway fill crossing and bridge, storm drain facilities would improve the conditions for runoff where the road currently ends. This benefit would not substantially alter the existing drainage pattern, as storm water would be directed to appropriate facilities. Construction of the Proposed C Street would not cause an increase in flows during storm events, and in turn would not cause substantial erosion or flooding either on- or off-site. Compliance with water quality regulations (i.e., implementation of a SWPPP, CSMP, and operational BMPs) would ensure that erosion does not occur either on- or off-site. Consequently, development of both the fill crossing and bridge would not cause an increase in flows during storm events, and in turn would not cause substantial erosion or flooding either on or off-site. Impacts related to drainage patterns would be <b>less than significant</b> . – Section 3.5.6.2, Pages 3.5-24 – 3.5-25	<b>Issue 3 – Drainage Patterns</b> Proposed roadways under Scenarios 3 and 4 include storm drain facilities. In the case of the Overlook Parkway fill crossing and bridge, storm drain facilities would improve the conditions for runoff where the road currently ends. This benefit would not substantially alter the existing drainage pattern, as storm water would be directed to appropriate facilities. Construction of the Proposed C Street would not cause an increase in flows during storm events, and in turn would not cause substantial erosion or flooding either on- or off-site. Compliance with water quality regulations (i.e., implementation of a SWPPP, CSMP, and operational BMPs) would ensure that erosion does not occur either on- or off-site. Consequently, development of both the fill crossing and bridge would not cause an increase in flows during storm events, and in turn would not cause substantial erosion or flooding either on or off-site. Impacts related to drainage patterns would be <b>less than significant</b> . – Section 3.5.6.2, Pages 3.5-24 – 3.5-25	<b>Issue 3 – Drainage Patterns</b> <b>No impacts</b> would occur from implementation of off-site improvements. – Section 3.5.6.2, Pages 3.5-24 – 3.5-25
Results of Impact	N/A	N/A	N/A	N/A	N/A

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
Analysis					
Needed Mitigation Measures	N/A	N/A	N/A	N/A	N/A
Significant Impacts That Cannot be Mitigated	N/A	N/A	N/A	N/A	N/A
<b>Energy Use and Conservation – Pages 3.6-1 – 3.6-14</b>					
Significance of Impacts	<p><b>Issue 1 – Electric Power</b> Under all scenarios, there would be no change in the existing use of electric power. Although Scenarios 3 and 4 involve utility line improvements in new roadways, this would not result in an excessive use of power. <b>No impact</b> would result. – Section 3.6.4.2, Page 3.6-7</p>	<p><b>Issue 1 – Electric Power</b> Under all scenarios, there would be no change in the existing use of electric power. Although Scenarios 3 and 4 involve utility line improvements in new roadways, this would not result in an excessive use of power. <b>No impact</b> would result. – Section 3.6.4.2, Page 3.6-7</p>	<p><b>Issue 1 – Electric Power</b> Under all scenarios, there would be no change in the existing use of electric power. Although Scenarios 3 and 4 involve utility line improvements in new roadways, this would not result in an excessive use of power. <b>No impact</b> would result. – Section 3.6.4.2, Page 3.6-7</p>	<p><b>Issue 1 – Electric Power</b> Under all scenarios, there would be no change in the existing use of electric power. Although Scenarios 3 and 4 involve utility line improvements in new roadways, this would not result in an excessive use of power. <b>No impact</b> would result. – Section 3.6.4.2, Page 3.6-7</p>	<p><b>Issue 1 – Electric Power</b> <b>No impacts</b> would occur from implementation of off-site improvements. – Section 3.6.4.2, Page 3.6-7</p>
	<p><b>Issue 2 – Fuel Construction-Related Fuel Use</b> There would be no construction under Scenario 1 and 2. Therefore, <b>no impact</b> is identified from construction-related fuel use. – Section 3.6.5.2, Page 3.6-12</p> <p><b>Long-term Operational-Related Fuel Use Gates Closed Baseline</b> Equivalent VMT and fuel consumption. <b>No impact.</b> – Section 3.6.5.2, Pages 3.6-12 – 3.6-13</p> <p><b>Gates Open Baseline</b> Increase in VMT and <b>less than significant</b> increase in fuel consumption. – Section 3.6.5.2, Page 3.6-13</p>	<p><b>Issue 2 – Fuel Construction-Related Fuel Use</b> There would be no construction under Scenario 1 and 2. Therefore, <b>no impact</b> is identified from construction-related fuel use. – Section 3.6.5.2, Page 3.6-12</p> <p><b>Long-term Operational-Related Fuel Use Gates Closed Baseline</b> Decrease in VMT and fuel consumption. <b>No impact.</b> – Section 3.6.5.2, Pages 3.6-12 – 3.6-13</p> <p><b>Gates Open Baseline</b> Equivalent VMT and fuel consumption. <b>No impact.</b> – Section 3.6.5.2, Page 3.6-13</p>	<p><b>Issue 2 – Fuel Construction-Related Fuel Use</b> Although construction of roadways in Scenarios 3 and 4 would involve construction equipment that uses diesel fuel and worker vehicles that use gasoline, it would not result in an excessive use of fuel or other forms of energy. Impacts would be <b>less than significant.</b> – Section 3.6.5.2, Page 3.6-12</p> <p><b>Long-term Operational-Related Fuel Use Gates Closed Baseline</b> Decrease in VMT and fuel consumption. <b>No impact.</b> – Section 3.6.5.2, Pages 3.6-12 – 3.6-13</p> <p><b>Gates Open Baseline</b> Increase in VMT and <b>less than significant</b> increase in fuel consumption. – Section 3.6.5.2, Page 3.6-13</p>	<p><b>Issue 2 – Fuel Construction-Related Fuel Use</b> Although construction of roadways in Scenarios 3 and 4 would involve construction equipment that uses diesel fuel and worker vehicles that use gasoline, it would not result in an excessive use of fuel or other forms of energy. Impacts would be <b>less than significant.</b> – Section 3.6.5.2, Page 3.6-12</p> <p><b>Long-term Operational-Related Fuel Use Gates Closed Baseline</b> Decrease in VMT and fuel consumption. <b>No impact.</b> – Section 3.6.5.2, Pages 3.6-12 – 3.6-13</p> <p><b>Gates Open Baseline</b> Increase in VMT and <b>less than significant</b> increase in fuel consumption. – Section 3.6.5.2, Page 3.6-13</p>	<p><b>Issue 2 – Fuel Construction-Related Fuel Use</b> <b>No impacts</b> would occur from implementation of off-site improvements. – Section 3.6.5.2, Page 3.6-12</p> <p><b>Long-term Operational-Related Fuel Use Gates Closed Baseline</b> <b>No impacts</b> from off-site improvements would occur. – Section 3.6.5.2, Pages 3.6-12 – 3.6-13</p> <p><b>Gates Open Baseline</b> <b>No impacts</b> from off-site improvements would occur. – Section 3.6.5.2, Page 3.6-13</p>
Results of Impact Analysis	N/A	N/A	N/A	N/A	N/A
Needed Mitigation Measures	N/A	N/A	N/A	N/A	N/A
Significant Impacts That Cannot be Mitigated	N/A	N/A	N/A	N/A	N/A
<b>Geology and Soils – Pages 3.7-1 – 3.7-26</b>					
Significance of Impacts	<p><b>Issue 1 – Seismic Hazards</b> Scenarios 1 and 2 would not involve construction or expose people or structures to potential seismic hazards beyond what currently exists. <b>No impact</b> would occur. – Section 3.7.4.2, Page 3.7-21</p>	<p><b>Issue 1 – Seismic Hazards</b> Scenarios 1 and 2 would not involve construction or expose people or structures to potential seismic hazards beyond what currently exists. <b>No impact</b> would occur. – Section 3.7.4.2, Page 3.7-21</p>	<p><b>Issue 1 – Seismic Hazards</b> As with most of southern California, roadways proposed under Scenarios 3 and 4 have the potential to be affected by strong ground shaking and associated seismic hazards as a result of their proximity to nearby active fault zones. The final design of the fill crossing and roadway bridge would be required to meet specifications of the Caltrans (specifically the HDM, Bridge Design Specifications, and Seismic Design Criteria), and additional standard roadway design features used by the City. Compliance with existing regulations would ensure that potential impacts associated</p>	<p><b>Issue 1 – Seismic Hazards</b> As with most of southern California, roadways proposed under Scenarios 3 and 4 have the potential to be affected by strong ground shaking and associated seismic hazards as a result of their proximity to nearby active fault zones. The final design of the fill crossing and roadway bridge would be required to meet specifications of the Caltrans (specifically the HDM, Bridge Design Specifications, and Seismic Design Criteria), and additional standard roadway design features used by the City. Compliance with existing regulations would ensure that potential impacts associated</p>	<p><b>Issue 1 – Seismic Hazards</b> <b>No impacts</b> would occur from implementation of off-site improvements. – Section 3.7.4.2, Page 3.7-21</p>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
			with seismic hazards would be <b>less than significant</b> . – Section 3.7.4.2, Page 3.7-21	with seismic hazards would be <b>less than significant</b> . – Section 3.7.4.2, Page 3.7-21	
	<b>Issue 2 – Soil Erosion</b> Scenarios 1 and 2 would not result in any soil erosion or the loss of topsoil. <b>No impact</b> would occur. – Section 3.7.5.2, Page 3.7-23	<b>Issue 2 – Soil Erosion</b> Scenarios 1 and 2 would not result in any soil erosion or the loss of topsoil. <b>No impact</b> would occur. – Section 3.7.5.2, Page 3.7-23	<b>Issue 2 – Soil Erosion</b> Compliance with the NPDES Construction General Permit would require the preparation of a SWPPP that would detail the erosion and sediment control BMPs that would be utilized on each construction site for the fill crossing and bridge for Scenarios 3 and 4, and additionally the Proposed C Street for Scenario 4. Impacts would be <b>less than significant</b> . – Section 3.7.5.2, Page 3.7-23	<b>Issue 2 – Soil Erosion</b> Compliance with the NPDES Construction General Permit would require the preparation of a SWPPP that would detail the erosion and sediment control BMPs that would be utilized on each construction site for the fill crossing and bridge for Scenarios 3 and 4, and additionally the Proposed C Street for Scenario 4. Impacts would be <b>less than significant</b> . – Section 3.7.5.2, Page 3.7-23	<b>Issue 2 – Soil Erosion</b> There would be <b>no impacts</b> from off-site improvements. – Section 3.7.5.2, Page 3.7-23
	<b>Issue 3 – Geologic Stability and Expansive Soils</b> Scenarios 1 and 2 involve activities that would only require roadway restriping and repaving in previously developed areas. These actions would not result in geologic hazards, nor create substantial risks to life or property. <b>No impact</b> would occur. – Section 3.7.6.2, Page 3.7-25	<b>Issue 3 – Geologic Stability and Expansive Soils</b> Scenarios 1 and 2 involve activities that would only require roadway restriping and repaving in previously developed areas. These actions would not result in geologic hazards, nor create substantial risks to life or property. <b>No impact</b> would occur. – Section 3.7.6.2, Page 3.7-25	<b>Issue 3 – Geologic Stability and Expansive Soils</b> There are no expansive soil types in the PIAs associated with Scenario 3. There is one expansive soil type within the PIA of Scenario 4; however, this is only within the temporary work area that would be used during construction of the road. The Proposed C Street would not be located on an expansive soil type. Additionally, both scenarios would be required to comply with existing regulations that specify design measures and additional requirements concerning expansive soils. Impacts would be <b>less than significant</b> . – Section 3.7.6.2, Page 3.7-25	<b>Issue 3 – Geologic Stability and Expansive Soils</b> There are no expansive soil types in the PIAs associated with Scenario 3. There is one expansive soil type within the PIA of Scenario 4; however, this is only within the temporary work area that would be used during construction of the road. The Proposed C Street would not be located on an expansive soil type. Additionally, both scenarios would be required to comply with existing regulations that specify design measures and additional requirements concerning expansive soils. Impacts would be <b>less than significant</b> . – Section 3.7.6.2, Page 3.7-25	<b>Issue 3 – Geologic Stability and Expansive Soils</b> <b>No impacts</b> associated with off-site improvements would occur. – Section 3.7.6.2, Page 3.7-25
Results of Impact Analysis	N/A	N/A	N/A	N/A	N/A
Needed Mitigation Measures	N/A	N/A	N/A	N/A	N/A
Significant Impacts That Cannot be Mitigated	N/A	N/A	N/A	N/A	N/A
<b>Greenhouse Gases – Pages 3.8-1 – 3.8-28</b>					
Significance of Impacts	<b>Issue 1 – GHG Emissions</b> When compared to the Gates Closed baseline, there would be no net increase in GHG emission, and impacts due to Scenario 1 would be <b>less than significant</b> . When compared to the Gates Open baseline, Scenario 1 would result in net increases in emissions that are greater than 1,400 MTCO <sub>2</sub> E in year 2020 and at buildout. Impacts due to Scenario 1 would be <b>significant</b> . – Section 3.8.4.2 Pages 3.8-22 – 3.8-23  <u>Gates Closed Baseline</u> No net increase in emissions. <b>Less than significant</b> . – Section 3.8.4.2 Pages 3.8-22 – 3.8-23	<b>Issue 1 – GHG Emissions</b> When compared to the Gates Closed baseline, there would be a net decrease in GHG emissions. When compared to the Gates Open baseline, there would be no net increase in GHG emissions. Impacts due to Scenario 2 would be <b>less than significant</b> when compared to both Gates Closed and Gates Open baselines. – Section 3.8.4.2 Pages 3.8-22 – 3.8-23  <u>Gates Closed Baseline</u> Decrease in net emissions. <b>Less than significant</b> . – Section 3.8.4.2 Pages 3.8-22 – 3.8-23	<b>Issue 1 – GHG Emissions</b> When compared to the Gates Closed baseline, there would be a net decrease in GHG emission, and impacts due to Scenario 3 would be <b>less than significant</b> . When compared to the Gates Open baseline, Scenario 3 would result in net increases in emissions that are greater than 1,400 MTCO <sub>2</sub> E in year 2020 and at buildout. Impacts due to Scenario 3 would be <b>significant</b> . – Section 3.8.4.2 Pages 3.8-22 – 3.8-23  <u>Gates Closed Baseline</u> Existing + Project: Net increase in emissions less than 1,400 MTCO <sub>2</sub> E per year. <b>Less than significant</b> .	<b>Issue 1 – GHG Emissions</b> When compared to the Gates Closed baseline, the net increase in GHG emissions in the existing plus Project condition would be less than 1,400 MTCO <sub>2</sub> E, and there would be net decreases in emissions in year 2020 and at buildout. Therefore, impacts due to Scenario 4 would be <b>less than significant</b> . When compared to the Gates Open baseline, the net increase in GHG emissions would be less than 1,400 MTCO <sub>2</sub> E. Impacts due to Scenario 4 would also be <b>less than significant</b> . – Section 3.8.4.2 Pages 3.8-22 – 3.8-23  <u>Gates Closed Baseline</u> Existing + Project: Net increase in emissions less than 1,400 MTCO <sub>2</sub> E per year. <b>Less than significant</b> .	<b>Issue 1 – GHG Emissions</b> Emissions from construction of off-site improvements to add traffic signals, restripe, and add paved roadway at key intersections would be <b>less than significant</b> . – Section 3.8.4.2 Pages 3.8-22 – 3.8-23  <u>Gates Closed Baseline</u> Emissions from construction of off-site improvements to add traffic signals, restripe, and add paved roadway at key intersections would be <b>less than significant</b> . – Section

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

<b>EIR Section</b>	<b>Scenario 1</b>	<b>Scenario 2</b>	<b>Scenario 3</b>	<b>Scenario 4</b>	<b>Off-Site</b>
	<p><u>Gates Open Baseline</u> Existing + Project: Net increase in emissions less than 1,400 MTCO<sub>2</sub>E per year. <b>Less than significant.</b></p> <p>Year 2020+Project: Net increase in emissions greater than 1,400 MTCO<sub>2</sub>E per year. <b>Significant Impact.</b> – Section 3.8.4.2 Pages 3.8-22 – 3.8-23</p>	<p><u>Gates Open Baseline</u> No net increase in emissions. <b>Less than significant.</b> – Section 3.8.4.2 Pages 3.8-22 – 3.8-23</p>	<p>Year 2020+Project: Decrease in net emissions. <b>Less than significant.</b> – Section 3.8.4.2 Pages 3.8-22 – 3.8-23</p> <p><u>Gates Open Baseline</u> Net increase in emissions less than 1,400 MTCO<sub>2</sub>E per year. <b>Less than significant.</b> – Section 3.8.4.2 Pages 3.8-22 – 3.8-23</p>	<p>Year 2020+Project: Decrease in net emissions. <b>Less than significant.</b> – Section 3.8.4.2 Pages 3.8-22 – 3.8-23</p> <p><u>Gates Open Baseline</u> Net increase in emissions less than 1,400 MTCO<sub>2</sub>E per year. <b>Less than significant.</b> – Section 3.8.4.2 Pages 3.8-22 – 3.8-23</p>	<p>3.8.4.2 Pages 3.8-22 – 3.8-23</p> <p><u>Gates Open Baseline</u> Emissions from construction of off-site improvements to add traffic signals, restripe, and add paved roadway at key intersections would be <b>less than significant.</b> – Section 3.8.4.2 Pages 3.8-22 – 3.8-23</p>
	<p><b>Issue 2 – Applicable Plans, Policies and Regulations</b> The proposed Project is consistent with the goals and strategies of state plans, policies, and regulations aimed at reducing GHG emissions. Because Scenario 2 would not result in an increase in VMT or net GHG emissions, impacts due to Scenario 2 would be less than significant. Scenarios 3 and 4 would improve traffic flow and therefore be consistent with the goals behind General Plan 2025 Policy AQ-2.4 of achieving performance goals. Impacts under Scenarios 3 and 4 would be <b>less than significant.</b> Although Scenario 1 would increase VMT, this scenario would not prevent the City from achieving performance goals related to reduced vehicle emissions. Impacts would also be <b>less than significant.</b> – Section 3.8.5.2, Page 3.8-27</p>	<p><b>Issue 2 – Applicable Plans, Policies and Regulations</b> The proposed Project is consistent with the goals and strategies of state plans, policies, and regulations aimed at reducing GHG emissions. Because Scenario 2 would not result in an increase in VMT or net GHG emissions, impacts due to Scenario 2 would be <b>less than significant.</b> Scenarios 3 and 4 would improve traffic flow and therefore be consistent with the goals behind General Plan 2025 Policy AQ-2.4 of achieving performance goals. Impacts under Scenarios 3 and 4 would be <b>less than significant.</b> Although Scenario 1 would increase VMT, this scenario would not prevent the City from achieving performance goals related to reduced vehicle emissions. Impacts would also be <b>less than significant.</b> – Section 3.8.5.2, Page 3.8-27</p>	<p><b>Issue 2 – Applicable Plans, Policies and Regulations</b> The proposed Project is consistent with the goals and strategies of state plans, policies, and regulations aimed at reducing GHG emissions. Because Scenario 2 would not result in an increase in VMT or net GHG emissions, impacts due to Scenario 2 would be <b>less than significant.</b> Scenarios 3 and 4 would improve traffic flow and therefore be consistent with the goals behind General Plan 2025 Policy AQ-2.4 of achieving performance goals. Impacts under Scenarios 3 and 4 would be <b>less than significant.</b> Although Scenario 1 would increase VMT, this scenario would not prevent the City from achieving performance goals related to reduced vehicle emissions. Impacts would also be <b>less than significant.</b> – Section 3.8.5.2, Page 3.8-27</p>	<p><b>Issue 2 – Applicable Plans, Policies and Regulations</b> The proposed Project is consistent with the goals and strategies of state plans, policies, and regulations aimed at reducing GHG emissions. Because Scenario 2 would not result in an increase in VMT or net GHG emissions, impacts due to Scenario 2 would be <b>less than significant.</b> Scenarios 3 and 4 would improve traffic flow and therefore be consistent with the goals behind General Plan 2025 Policy AQ-2.4 of achieving performance goals. Impacts under Scenarios 3 and 4 would be <b>less than significant.</b> Although Scenario 1 would increase VMT, this scenario would not prevent the City from achieving performance goals related to reduced vehicle emissions. Impacts would also be <b>less than significant.</b> – Section 3.8.5.2, Page 3.8-27</p>	<p><b>Issue 2 – Applicable Plans, Policies and Regulations</b> Off-site improvements would not conflict with applicable goals and policies related to greenhouse gas emissions, and <b>no impact</b> would result. – Section 3.8.5.2, Page 3.8-27</p>
Results of Impact Analysis	<p><b>Issue 1 – GHG Emissions</b> <b>S1-GHG-1:</b> When compared to the Gates Open baseline, Scenario 1 would result in net increases in emissions that are greater than 1,400 MTCO<sub>2</sub>E in year 2020 and at buildout. Impacts due to Scenario 1 would be <b>significant.</b> – Table S-1, Page S-11</p>	<p><b>Issue 1 – GHG Emissions</b> N/A</p>	<p><b>Issue 1 – GHG Emissions</b> <b>S3-GHG-1:</b> When compared to the Gates Open baseline, Scenario 3 would result in net increases in emissions that are greater than 1,400 MTCO<sub>2</sub>E in year 2020 and at buildout. – Table S-1, Page S-22</p>	<p><b>Issue 1 – GHG Emissions</b> N/A</p>	<p><b>Issue 1 – GHG Emissions</b> N/A</p>
Needed Mitigation Measures	<p><b>Issue 1 – GHG Emissions</b> N/A</p>	<p><b>Issue 1 – GHG Emissions</b> N/A</p>	<p><b>Issue 1 – GHG Emissions</b> N/A</p>	<p><b>Issue 1 – GHG Emissions</b> N/A</p>	<p><b>Issue 1 – GHG Emissions</b> N/A</p>
Significant Impacts That Cannot be Mitigated	<p><b>Issue 1 – GHG Emissions</b> Calculations performed for each scenario took into account statewide measures aimed at reducing vehicle GHG emissions (i.e., Pavley and LCFS discussed in Section 3.8.1.3(d) and (e) above). Further reductions in the Project vicinity could only come from additional state and federal measures that would increase vehicle efficiency and would be out of the control of the proposed Project. Therefore,</p>	<p><b>Issue 1 – GHG Emissions</b> N/A</p>	<p><b>Issue 1 – GHG Emissions</b> Calculations performed for each scenario took into account statewide measures aimed at reducing vehicle GHG emissions (i.e., Pavley and LCFS discussed in Section 3.8.1.3(d) and (e) above). Further reductions in the Project vicinity could only come from additional state and federal measures that would increase vehicle efficiency and would be out of the control of the proposed Project. Therefore,</p>	<p><b>Issue 1 – GHG Emissions</b> N/A</p>	<p><b>Issue 1 – GHG Emissions</b> N/A</p>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	impacts from Scenarios 1 and 3 would remain <b>significant and unavoidable</b> . – Section 3.8.4.3, Page 3.8-24		impacts from Scenarios 1 and 3 would remain <b>significant and unavoidable</b> . – Section 3.8.4.3, Page 3.8-24		
<b>Land Use &amp; Aesthetics – Pages 3.9-1 – 3.9-58</b>					
Significance of Impacts	<p><b>Issue 1 – Physically Divides an Established Community</b>  <b>No impacts</b> would be associated with Scenario 1. – Section 3.9.4.2, Page 3.9-34</p>	<p><b>Issue 1 – Physically Divides an Established Community</b>  Scenario 2, while it would not connect Overlook Parkway, it would remove the existing gates. This alteration in circulation is not anticipated to result in a division to an established community, but rather in a connection. Therefore, impacts would be <b>less than significant</b>. – Section 3.9.4.2, Page 3.9-34</p>	<p><b>Issue 1 – Physically Divides an Established Community</b>  Scenario 3 would enhance connectivity between communities located in the eastern and western areas of the City. Overlook Parkway would be completed within a designated corridor outside of any established neighborhood or community. Impacts associated with the physical division of an established community would therefore be <b>less than significant</b>. – Section 3.9.4.2, Page 3.9-34 – 3.9-35</p>	<p><b>Issue 1 – Physically Divides an Established Community</b>  Scenario 4 would further complete the Circulation Element established in the City’s General Plan 2025 and would not divide an established community. Impacts would be <b>less than significant</b>. – Section 3.9.4.2, Page 3.9-35</p>	<p><b>Issue 1 – Physically Divides an Established Community</b>  <b>No impacts</b> would be associated with off-site improvements. – Section 3.9.4.2, Page 3.9-35</p>
	<p><b>Issue 2 – Plans, Policy or Regulations Consistency with the City of Riverside General Plan 2025 (including Land Use Designations, Roadway Classifications &amp; Objectives and Polices)</b>  Scenarios 1 through 3 would be inconsistent relative to one circulation policy related to traffic flow on City arterials. Each scenario’s inconsistency with the Policy CCM-2.3 related to traffic flow on City arterials would result in indirect impacts related to traffic, and would therefore be significant. Scenario 4 would also be inconsistent with Policy CCM-2.3 and Policy CCM-4.3 related to traffic flow along Victoria Avenue associated with the construction of the Proposed C Street. These inconsistencies related to traffic flow would be a significant indirect environmental impact. Although mitigation is identified in Section 3.11 of this DEIR, impacts from all scenarios would be considered <b>significant and unavoidable</b>. – Section 3.9.5.2 a, Page 3.9-49</p> <p><i>Municipal Code (Grading Code, <del>and</del> Cultural Resources Code, and Zoning Code)</i>  Neither Scenario 1 nor 2 includes new improvements, grading, or other ground-disturbing activity, and would therefore not be in conflict with the City’s Grading Code or the City’s <del>lighting</del> <b>Dark-Sky</b> regulations. <b>No impacts</b> would occur. – Section 3.9.5.2 b, Pages 3.9-49 – 3.9-50. <b>These changes will be in the Final EIR Errata.</b></p>	<p><b>Issue 2 – Plans, Policy or Regulations Consistency with the City of Riverside General Plan 2025 (including Land Use Designations, Roadway Classifications &amp; Objectives and Polices)</b>  Scenarios 1 through 3 would be inconsistent relative to one circulation policy related to traffic flow on City arterials. Each scenario’s inconsistency with the Policy CCM-2.3 related to traffic flow on City arterials would result in indirect impacts related to traffic, and would therefore be significant. Scenario 4 would also be inconsistent with Policy CCM-2.3 and Policy CCM-4.3 related to traffic flow along Victoria Avenue associated with the construction of the Proposed C Street. These inconsistencies related to traffic flow would be a significant indirect environmental impact. Although mitigation is identified in Section 3.11 of this DEIR, impacts from all scenarios would be considered <b>significant and unavoidable</b>. – Section 3.9.5.2 a, Page 3.9-49</p> <p><i>Municipal Code (Grading Code, <del>and</del> Cultural Resources Code, and Zoning Code)</i>  Neither Scenario 1 nor 2 includes new improvements, grading, or other ground-disturbing activity, and would therefore not be in conflict with the City’s Grading Code or the City’s <del>lighting</del> <b>Dark-Sky</b> regulations. <b>No impacts</b> would occur. – Section 3.9.5.2 b, Pages 3.9-49 – 3.9-50. <b>These changes will be in the Final EIR Errata.</b></p>	<p><b>Issue 2 – Plans, Policy or Regulations Consistency with the City of Riverside General Plan 2025 (including Land Use Designations, Roadway Classifications &amp; Objectives and Polices)</b>  Scenarios 1 through 3 would be inconsistent relative to one circulation policy related to traffic flow on City arterials. Each scenario’s inconsistency with the Policy CCM-2.3 related to traffic flow on City arterials would result in indirect impacts related to traffic, and would therefore be significant. Scenario 4 would also be inconsistent with Policy CCM-2.3 and Policy CCM-4.3 related to traffic flow along Victoria Avenue associated with the construction of the Proposed C Street. These inconsistencies related to traffic flow would be a significant indirect environmental impact. Although mitigation is identified in Section 3.11 of this DEIR, impacts from all scenarios would be considered <b>significant and unavoidable</b>. – Section 3.9.5.2 a, Page 3.9-49</p> <p><i>Municipal Code (Grading Code, <del>and</del> Cultural Resources Code, and Zoning Code)</i>  Grading associated with the fill section and bridge construction for Scenario 3 and the roadway improvements would be conducted in accordance with the City’s Grading Code, <del>lighting</del> <b>Dark-Sky</b> regulations, and the Cultural Resources Code. Scenario 4 would include grading associated with the fill section and bridge construction. Grading also would occur in conjunction with construction of the Proposed C Street. All proposed grading would be conducted in accordance with the City’s Grading Code, lighting regulations, and the</p>	<p><b>Issue 2 – Plans, Policy or Regulations Consistency with the City of Riverside General Plan 2025 (including Land Use Designations, Roadway Classifications &amp; Objectives and Polices)</b>  Scenarios 1 through 3 would be inconsistent relative to one circulation policy related to traffic flow on City arterials. Each scenario’s inconsistency with the Policy CCM-2.3 related to traffic flow on City arterials would result in indirect impacts related to traffic, and would therefore be significant. Scenario 4 would also be inconsistent with Policy CCM-2.3 and Policy CCM-4.3 related to traffic flow along Victoria Avenue associated with the construction of the Proposed C Street. These inconsistencies related to traffic flow would be a significant indirect environmental impact. Although mitigation is identified in Section 3.11 of this DEIR, impacts from all scenarios would be considered <b>significant and unavoidable</b>. – Section 3.9.5.2 a, Page 3.9-49</p> <p><i>Municipal Code (Grading Code, <del>and</del> Cultural Resources Code, and Zoning Code)</i>  Grading associated with the fill section and bridge construction for Scenario 3 and the roadway improvements would be conducted in accordance with the City’s Grading Code, <del>lighting</del> <b>Dark-Sky</b> regulations, and the Cultural Resources Code. Scenario 4 would include grading associated with the fill section and bridge construction. Grading also would occur in conjunction with construction of the Proposed C Street. All proposed grading would be conducted in accordance with the City’s Grading Code, lighting regulations, and the</p>	<p><b>Issue 2 – Plans, Policy or Regulations Consistency with the City of Riverside General Plan 2025 (including Land Use Designations, Roadway Classifications &amp; Objectives and Polices)</b>  <b>Off-site improvements would not conflict with land use plans, policies, or regulations, nor with any applicable roadway classifications. Because the off-site improvements are limited to developed areas and involve signalization and restriping in existing intersections to improve traffic flow, the off-site improvements would be consistent with General Plan 2025 policies. No impacts would occur.</b> – Section 3.9.5.2 a, Page 3.9-49. <b><u>This change is being made in the Final EIR Errata.</u></b></p> <p><i>Municipal Code (Grading Code, <del>and</del> Cultural Resources Code, and Zoning Code)</i>  Off-site improvements, if implemented, would require City approval due to the alteration of a historic resource; thus, these scenarios would not conflict with any of the regulations outlined in the City’s Cultural Resources Code. Impacts would be <b>less than significant</b>. – Section 3.9.5.2 b, Pages 3.9-49 – 3.9-50. <b>These changes will be in the Final EIR Errata.</b></p>

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR**

**Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><i>Dark Sky Regulations</i> No street improvements would be constructed under Scenarios 1 and 2, and no new lighting would be employed. No impact would occur. – Section 3.9.5.2 c, Pages 3.9-49 – 3.9-50.</p> <p>The changes concerning the Dark Sky Regulation will be made in the Final EIR Errata.</p>	<p><i>Dark Sky Regulations</i> No street improvements would be constructed under Scenarios 1 and 2, and no new lighting would be employed. No impact would occur. – Section 3.9.5.2 c, Pages 3.9-49 – 3.9-50.</p> <p>The changes concerning the Dark Sky Regulation will be made in the Final EIR Errata.</p>	<p>Cultural Resources Code. Therefore, no environmental impacts related to consistency with these regulations would occur. Off-site improvements, if implemented, would comply with the regulations in the City’s Cultural Resources Code; thus, these scenarios would not conflict with any of the regulations, and impacts would be <b>less than significant</b>. – Section 3.9.5.2 b, Pages 3.9-49 – 3.9-50. These changes will be in the Final EIR Errata.</p> <p><i>Dark Sky Regulations</i> Lighting proposed in conjunction with roadways under Scenarios 3 and 4 would be required to comply with the City’s lighting regulations, which include the use of high-pressure sodium lighting for public roadway lighting and full-cutoff optics, if feasible, or partial shielding to minimize spill light into the night sky and onto adjacent properties. Through implementation of these requirements, Scenarios 3 and 4 would be consistent with the dark sky regulations, and impacts would be less than significant. – Section 3.9.5.2 c, Pages 3.9-49 – 3.9-50.</p> <p>The changes concerning the Dark Sky Regulation will be made in the Final EIR Errata.</p>	<p>Cultural Resources Code. Therefore, no environmental impacts related to consistency with these regulations would occur. Off-site improvements, if implemented, would comply with the regulations in the City’s Cultural Resources Code; thus, these scenarios would not conflict with any of the regulations, and impacts would be <b>less than significant</b>. – Section 3.9.5.2 b, Pages 3.9-49 – 3.9-50. These changes will be in the Final EIR Errata.</p> <p><i>Dark Sky Regulations</i> Lighting proposed in conjunction with roadways under Scenarios 3 and 4 would be required to comply with the City’s lighting regulations, which include the use of high-pressure sodium lighting for public roadway lighting and full-cutoff optics, if feasible, or partial shielding to minimize spill light into the night sky and onto adjacent properties. Through implementation of these requirements, Scenarios 3 and 4 would be consistent with the dark sky regulations, and impacts would be less than significant. – Section 3.9.5.2 c, Pages 3.9-49 – 3.9-50.</p> <p>The changes concerning the Dark Sky Regulation will be made in the Final EIR Errata.</p>	<p><i>Dark Sky Regulations</i> If new or relocated lighting is needed in order to accommodate off-site improvements, all lighting would be required to comply with the City’s lighting regulations, described above. Through implementation of these requirements, the off-site improvements under each scenario would be consistent with the dark sky regulations, and impacts would be less than significant. – Section 3.9.5.2 c, Pages 3.9-49 – 3.9-50.</p> <p>The changes concerning the Dark Sky Regulation will be made in the Final EIR Errata.</p>
	<p><i>Airport Land Use Plans</i> No inconsistency with an adopted airport land use plan would result from implementation of any of the four proposed scenarios. Therefore, <b>no land use impacts</b> are identified. – Section 3.9.5.2 ed, Page 3.9-50</p> <p>This Change will be made in the Final EIR Errata.</p>	<p><i>Airport Land Use Plans</i> No inconsistency with an adopted airport land use plan would result from implementation of any of the four proposed scenarios. Therefore, <b>no land use impacts</b> are identified. – Section 3.9.5.2 ed, Page 3.9-50.</p> <p>This Change will be made in the Final EIR Errata.</p>	<p><i>Airport Land Use Plans</i> No inconsistency with an adopted airport land use plan would result from implementation of any of the four proposed scenarios. Therefore, <b>no land use impacts</b> are identified. – Section 3.9.5.2 ed, Page 3.9-50.</p> <p>This Change will be made in the Final EIR Errata.</p>	<p><i>Airport Land Use Plans</i> No inconsistency with an adopted airport land use plan would result from implementation of any of the four proposed scenarios. Therefore, <b>no land use impacts</b> are identified. – Section 3.9.5.2 ed, Page 3.9-50.</p> <p>This Change will be made in the Final EIR Errata.</p>	<p><i>Airport Land Use Plans</i> Off-site improvements would not result in any conflicts with existing airport land use plans for Riverside Municipal Airport, Flabob Airport or the Joint Land Use Study for MARB. <b>No land use impacts</b> are identified. – Section 3.9.5.2 ed, Page 3.9-50.</p> <p>This Change will be made in the Final EIR Errata.</p>
	<p><i>Issue 3 – Habitat Conservation Plan</i> Impacts would be <b>less than significant</b> for all scenarios. – Section 3.9.6.2, Page 3.9-52</p>	<p><i>Issue 3 – Habitat Conservation Plan</i> Impacts would be <b>less than significant</b> for all scenarios. – Section 3.9.6.2, Page 3.9-52</p>	<p><i>Issue 3 – Habitat Conservation Plan</i> Impacts would be <b>less than significant</b> for all scenarios. – Section 3.9.6.2, Page 3.9-52</p>	<p><i>Issue 3 – Habitat Conservation Plan</i> Impacts would be <b>less than significant</b> for all scenarios. – Section 3.9.6.2, Page 3.9-52</p>	<p><i>Issue 3 – Habitat Conservation Plan</i> <b>No impacts</b> would result from off-site improvements. – Section 3.9.6.2, Page 3.9-52</p>
	<p><i>Issue 4 – Scenic Resources and Vistas</i> Under Scenarios 1 and 2, no roadways or construction activities are proposed. <b>No impacts</b> to scenic vistas and scenic resources would result. – Section 3.9.7.2, Page 3.9-54</p>	<p><i>Issue 4 – Scenic Resources and Vistas</i> Under Scenarios 1 and 2, no roadways or construction activities are proposed. <b>No impacts</b> to scenic vistas and scenic resources would result. – Section 3.9.7.2, Page 3.9-54</p>	<p><i>Issue 4 – Scenic Resources and Vistas</i> Implementation of Scenario 3 would result in potentially significant impacts to scenic vistas, including the Alessandro Arroyo. However, because the proposed bridges across the Alessandro Arroyo would be constructed in a manner that would comply with the General Plan 2025 policies for a “scenic boulevard,” impacts would be <b>less than significant</b>. – Section 3.9.7.2, Page 3.9-54</p>	<p><i>Issue 4 – Scenic Resources and Vistas</i> Scenario 4 includes the construction of the Proposed C Street, which would include intersection improvements (signalization, curbs, and movement of the median) at Victoria Avenue where it intersects with Madison Street. Improvements would be designed to blend in with the existing visual elements of Victoria Avenue, which includes modern elements. Impacts would be <b>less than significant</b>. – Section 3.9.7.2, Page 3.9-54</p>	<p><i>Issue 4 – Scenic Resources and Vistas</i> Off-site improvements would not result in an adverse effect to the scenic integrity of Victoria Avenue. Impacts would be <b>less than significant</b>. – Section 3.9.7.2, Page 3.9-54</p>
	<p><i>Issue 5 – Visual Character/Light and Glare</i></p>	<p><i>Issue 5 – Visual Character/Light and Glare</i></p>	<p><i>Issue 5 – Visual Character/Light and Glare</i></p>	<p><i>Issue 5 – Visual Character/Light and Glare</i></p>	<p><i>Issue 5 – Visual Character/Light and Glare</i></p>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	No changes to the existing visual character of the area would result from Scenario 1; and therefore, <b>no impacts</b> would occur. – Section 3.9.8.2, Page 3.9-57	Scenario 2 would result in an increase in through traffic; however, the increase in traffic is not expected to alter the visual character and quality due to the fact that the neighborhood was designed and constructed in a manner that anticipated through traffic. With respect to light and glare, no new street lighting is proposed that would result in an increase in light on existing residences. Impacts are determined to be <b>less than significant</b> . – Section 3.9.8.2, Page 3.9-57	The components proposed under Scenarios 3 and 4 would represent a continuation of the existing roadway character and would not result in a substantial adverse change to the area’s character or introduce substantial new sources of light and glare for the reasons detailed above. Impacts to visual character would be <b>less than significant</b> . – Section 3.9.8.2, Page 3.9-57	The components proposed under Scenarios 3 and 4 would represent a continuation of the existing roadway character and would not result in a substantial adverse change to the area’s character or introduce substantial new sources of light and glare for the reasons detailed above. Impacts to visual character would be <b>less than significant</b> . – Section 3.9.8.2, Page 3.9-57	Off-site improvements would not result in a change in the visual character or quality. Impacts were determined to be <b>less than significant</b> . – Section 3.9.8.2, Page 3.9-57
Results of Impact Analysis	<b>Issue 2 – Plans, Policy or Regulations Consistency with the City of Riverside General Plan 2025</b> <u>General Plan Objectives and Policies</u> <b>S1-LU-1:</b> Overall, Scenario 1 is consistent with 18 of the 19 applicable Circulation and Community Mobility Element policies analyzed; however, Scenario 1 would be inconsistent with General Plan 2025 Policy CCM-2.3. This policy requires the City to maintain a level of service (LOS) D or better on arterial streets except for those arterial streets that are used by regional freeway bypass traffic and at heavily traveled freeway interchanges. The inconsistency is based on the results of the traffic analysis (see Section 3.11), which indicates that impacts identified for this scenario are not isolated to City arterials that serve the freeway interchanges, but would also occur on Trautwein Road north of John F Kennedy Drive in Year 2011, and several arterial roadways in Year 2035. Because of these impacts, this scenario would not be consistent with Policy CCM-2.3. This scenario’s inconsistency with the policy related to traffic flow on City arterials would result in <b>indirect impacts</b> and would therefore be <b>significant</b> . – Table S-1, Page S-10	<b>Issue 2 – Plans, Policy or Regulations Consistency with the City of Riverside General Plan 2025</b> <u>General Plan Objectives and Policies</u> <b>S2-LU-1:</b> Overall, Scenario 2 is consistent with 18 of the 19 applicable Circulation and Community Mobility Element policies analyzed; however, Scenario 1 would be inconsistent with General Plan 2025 Policy CCM-2.3. This policy requires the City to maintain a level of service (LOS) D or better on arterial streets except for those arterial streets that are used by regional freeway bypass traffic and at heavily traveled freeway interchanges. The inconsistency is based on the results of the traffic analysis (see Section 3.11), which indicates that impacts identified for this scenario are not isolated to City arterials that serve the freeway interchanges, but would also occur on Washington Street between Victoria Avenue and Van Buren Boulevard. Because of these impacts, this scenario would not be consistent with Policy CCM-2.3. This scenario’s inconsistency with the policy related to traffic flow on City arterials would result in <b>indirect impacts</b> and would therefore be <b>significant</b> . – Table S-1, Page S-15	<b>Issue 2 – Plans, Policy or Regulations Consistency with the City of Riverside General Plan 2025</b> <u>General Plan Objectives and Policies</u> <b>S3-LU-1:</b> Overall, Scenario 3 is consistent with 18 of the 19 applicable Circulation and Community Mobility Element policies analyzed; however, Scenario 1 would be inconsistent with General Plan 2025 Policy CCM-2.3. This policy requires the City to maintain a level of service (LOS) D or better on arterial streets except for those arterial streets that are used by regional freeway bypass traffic and at heavily traveled freeway interchanges. The inconsistency is based on the results of the traffic analysis (see Section 3.11), which indicates that impacts identified for this scenario are not isolated to City arterials that serve the freeway interchanges, but would also occur due to impacts on Washington Street between Victoria Avenue and Van Buren Boulevard. Because of these impacts, this scenario would not be consistent with Policy CCM-2.3. This scenario’s inconsistency with the policy related to traffic flow on City arterials would result in <b>indirect impacts</b> and <b>would therefore be significant</b> . – Table S-1, Page S-24. <b>Table S-1 will be corrected as part of Final EIR Errata.</b>	<b>Issue 2 – Plans, Policy or Regulations Consistency with the City of Riverside General Plan 2025</b> <u>General Plan Objectives and Policies</u> <b>S4-LU-1:</b> Similar to the conclusions for all scenarios, Scenario 4 would be inconsistent with Policy CCM-2.3, which requires the City to maintain LOS D or better on arterial streets unless they serve the freeway interchanges. Increased traffic volumes on Washington Street between Victoria Avenue and Van Buren Boulevard from buildout would also not operate at an acceptable level of service; therefore, Scenario 4 would be inconsistent with Policies CCM-2.3 and CCM-4.3 related to traffic flow along Victoria Avenue and policies protecting historic resources. Inconsistencies with these policies would be a <b>significant indirect</b> environmental impact. – Table S-1, Page S-41	<b>Issue 2 – Plans, Policy or Regulations Consistency with the City of Riverside General Plan 2025</b> <u>General Plan Objectives and Policies</u> N/A
Needed Mitigation Measures	N/A	N/A	N/A	N/A	N/A
Significant Impacts That Cannot be Mitigated	<b>Issue 2 – Plans, Policy or Regulations Consistency with the City of Riverside General Plan 2025</b> <u>General Plan Objectives and Policies</u> All scenarios would be inconsistent with Policy CCM-2.3 in the General Plan 2025 related to traffic flow, specifically maintaining a LOS D or better on certain arterial roadways. In addition, Scenario 4 would result in unacceptable LOS operations along Victoria Avenue, which conflicts with Policy CCM-4.3.	<b>Issue 2 – Plans, Policy or Regulations Consistency with the City of Riverside General Plan 2025</b> <u>General Plan Objectives and Policies</u> All scenarios would be inconsistent with Policy CCM-2.3 in the General Plan 2025 related to traffic flow, specifically maintaining a LOS D or better on certain arterial roadways. In addition, Scenario 4 would result in unacceptable LOS operations along Victoria Avenue, which conflicts with Policy CCM-4.3.	<b>Issue 2 – Plans, Policy or Regulations Consistency with the City of Riverside General Plan 2025</b> <u>General Plan Objectives and Policies</u> All scenarios would be inconsistent with Policy CCM-2.3 in the General Plan 2025 related to traffic flow, specifically maintaining a LOS D or better on certain arterial roadways. In addition, Scenario 4 would result in unacceptable LOS operations along Victoria Avenue, which conflicts with Policy CCM-4.3.	<b>Issue 2 – Plans, Policy or Regulations Consistency with the City of Riverside General Plan 2025</b> <u>General Plan Objectives and Policies</u> All scenarios would be inconsistent with Policy CCM-2.3 in the General Plan 2025 related to traffic flow, specifically maintaining a LOS D or better on certain arterial roadways. In addition, Scenario 4 would result in unacceptable LOS operations along Victoria Avenue, which conflicts with Policy CCM-4.3.	<b>Issue 2 – Plans, Policy or Regulations Consistency with the City of Riverside General Plan 2025</b> <u>General Plan Objectives and Policies</u> <b>The off-site improvements for all four scenarios were analyzed within the General Plan 2025 consistency table (Appendix H of the DEIR). Because the off-site improvements are limited to developed areas and involve signalization and restriping in existing intersections to improve traffic flow, the off-</b>

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR**

**Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p>With implementation of mitigation measures as defined in Section 3.11, traffic along certain arterial roadways under all four scenarios would continue at unacceptable levels of service (e.g., LOS E or F), and would not be reduced to a level less than significant; therefore, all scenarios would result in <b>significant and unavoidable</b> impacts to land use. – Section 3.9.5.3, Page 3.9-50</p>	<p>With implementation of mitigation measures as defined in Section 3.11, traffic along certain arterial roadways under all four scenarios would continue at unacceptable levels of service (e.g., LOS E or F), and would not be reduced to a level less than significant; therefore, all scenarios would result in <b>significant and unavoidable</b> impacts to land use. – Section 3.9.5.3, Page 3.9-50</p>	<p>With implementation of mitigation measures as defined in Section 3.11, traffic along certain arterial roadways under all four scenarios would continue at unacceptable levels of service (e.g., LOS E or F), and would not be reduced to a level less than significant; therefore, all scenarios would result in <b>significant and unavoidable</b> impacts to land use. – Section 3.9.5.3, Page 3.9-50</p>	<p>With implementation of mitigation measures as defined in Section 3.11, traffic along certain arterial roadways under all four scenarios would continue at unacceptable levels of service (e.g., LOS E or F), and would not be reduced to a level less than significant; therefore, all scenarios would result in <b>significant and unavoidable</b> impacts to land use. – Section 3.9.5.3, Page 3.9-50</p>	<p>site improvements would be <b>consistent with General Plan 2025 policies. No impact would occur.</b> – Section 3.9.5.3, Page 3.9-50.</p> <p><u>This change will be made in the Final EIR Errata.</u></p>
<b>Noise – Page 3.10-1 – 3.10-50</b>					
Significance of Impacts	<p><b>Issue 1 – Future Traffic Noise Existing Roadways</b> <i>Gates Closed Baseline Comparison</i> Scenario 1 is equivalent to the Gates Closed baseline. Therefore, there is no difference in traffic volumes or noise levels between Scenario 1 and the Gates Closed baseline. Traffic noise impacts would be <b>less than significant.</b> – Section 3.10.4.2 a, Page 3.10-44</p> <p><i>Gates Open Baseline Comparison</i> Under Scenario 1, noise levels at 50 feet from the centerline of the roadways would be less than the 65 CNEL standard at all potentially impacted roadway segments. Impacts due to Scenario 1 would be <b>less than significant.</b> – Section 3.10.4.2 a, Page 3.10-45</p> <p><i>Future Traffic Noise – New and Gated Roadways</i> No new roadways would be constructed under Scenario 1. The gates on Crystal View Parkway and Green Orchard Place would remain in place and closed, preventing pass-through traffic. Impacts would be <b>less than significant.</b> – Section 3.10.4.2 b, Pages 3.10-45 – 3.10-46</p>	<p><b>Issue 1 – Future Traffic Noise Existing Roadways</b> <i>Gates Closed Baseline Comparison</i> Under Scenario 2, noise levels at 50 feet from the centerline of Overlook Parkway between Orozco Drive and Golden Star Avenue would exceed 65 CNEL. However, there are existing walls located adjacent to this segment that would reduce noise levels to 65 CNEL or less. Therefore, traffic noise impacts would be <b>less than significant.</b> – Section 3.10.4.2 a, Page 3.10-44</p> <p><i>Gates Open Baseline Comparison</i> Scenario 2 is equivalent to the Gates Open baseline. Therefore, there is no difference in traffic volumes or noise levels between Scenario 2 and the Gates Open baseline. Traffic noise impacts would be <b>less than significant.</b> – Section 3.10.4.2 a, Page 3.10-45</p> <p><i>Future Traffic Noise – New and Gated Roadways</i> Under Scenario 2, future noise levels would be less than the City residential noise compatibility criteria of 65 CNEL at residences located adjacent to the portions of Crystal View Terrace, Green Orchard Place, and Overlook Parkway that would experience new pass-through traffic after the removal of the gates. Impacts would be <b>less than significant.</b> – Section 3.10.4.2 b, Pages 3.10-45 – 3.10-46</p>	<p><b>Issue 1 – Future Traffic Noise Existing Roadways</b> <i>Gates Closed Baseline Comparison</i> Under Scenario 3, noise levels at 50 feet from the centerline of Madison Avenue between Victoria Avenue and Lincoln Avenue, Overlook Parkway between Washington Street and Alessandro Boulevard, and Washington Street between Overlook Parkway and Engel Drive would exceed 65 CNEL. There are existing walls located adjacent to these segments of Overlook Parkway and Washington Street. Traffic noise impacts adjacent to Overlook Parkway would be <b>less than significant.</b> However, Scenario 3 would result in a <b>direct significant impact</b> to sensitive receivers located along Washington Street and Madison Street (<b>S3-NOS-1</b>). – Section 3.10.4.2 a, Pages 3.10-44 – 3.10-45</p> <p><i>Gates Open Baseline Comparison</i> Under Scenario 3, noise levels at 50 feet from the centerline of Overlook Parkway between Washington Street and Alessandro Boulevard would exceed 65 CNEL. Existing walls located adjacent to these segments of Overlook Parkway would reduce noise levels below 65 CNEL. Traffic noise impacts adjacent to Overlook Parkway would be <b>less than significant.</b> – Section 3.10.4.2 a, Page 3.10-45</p> <p><i>Future Traffic Noise – New and Gated Roadways</i> Under Scenario 3, future noise levels would exceed the City residential noise compatibility criteria of 65 CNEL at all residences located adjacent to Overlook Parkway between Alessandro Boulevard and Washington Street. However, as discussed above, existing walls have already been constructed in these locations. Impacts at these residences would be <b>less than significant.</b> There are no residences located within the 65 CNEL contour line in the</p>	<p><b>Issue 1 – Future Traffic Noise Existing Roadways</b> <i>Gates Closed Baseline Comparison</i> Under Scenario 4, noise levels at 50 feet from the centerline of Madison Avenue between Washington Street and Railroad Avenue, Overlook Parkway between Washington Street and Alessandro Boulevard, Victoria Avenue between Adams Street and Madison Street, and Washington Street between Overlook Parkway and Engel Drive would exceed 65 CNEL. There are existing walls located adjacent to these segments of Overlook Parkway, Victoria Avenue, and Washington Street. Traffic noise impacts adjacent to Overlook Parkway and Victoria Avenue would be <b>less than significant.</b> However, Scenario 4 would result in a <b>direct significant impact</b> to sensitive receivers located along Washington Street and Madison Street (<b>S4-NOS-1</b>). – Section 3.10.4.2 a, Page 3.10-45</p> <p><i>Gates Open Baseline Comparison</i> Scenario 4 would result in the same impacts identified above under Gates Closed Baseline Comparison. Traffic noise impacts adjacent to Overlook Parkway and Victoria Avenue would be <b>less than significant.</b> However, Scenario 4 would result in a <b>direct, significant impact</b> to sensitive receivers located along Washington Street and Madison Street (<b>S4-NOS-2</b>). – Section 3.10.4.2 a, Page 3.10-45</p> <p><i>Future Traffic Noise – New and Gated Roadways</i> Under Scenario 4, future noise levels would exceed the City residential noise compatibility criteria of 65 CNEL at all residences located adjacent to Overlook Parkway between Alessandro Boulevard and Washington Street. However, as discussed above, existing walls have already been constructed in these locations. Impacts at these residences would be <b>less than significant.</b> Additionally, noise levels would exceed 65 CNEL at the residences</p>	<p><b>Issue 1 – Future Traffic Noise Existing Roadways</b> <i>Gates Closed Baseline Comparison</i> <b>No impacts</b> associated with off-site improvements would occur. – Section 3.10.4.2 a, Page 3.10-45</p> <p><i>Gates Open Baseline Comparison</i> <b>No impacts</b> would occur from implementation of off-site improvements. – Section 3.10.4.2 a, Page 3.10-45</p> <p><i>Future Traffic Noise – New and Gated Roadways</i> <b>No impacts</b> associated with off-site improvements would occur. – Section 3.10.4.2 b, Pages 3.10-45 – 3.10-46</p>

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><b><i>Issue 1 – Future Traffic Noise New and Gated Roadways</i></b> No new roadways would be constructed under Scenario 1. The gates on Crystal View Parkway and Green Orchard Place would remain in place and closed, preventing pass-through traffic. Impacts would be <b>less than significant</b>. – Section 3.10.4.2 b, Page 3.10-45</p>	<p><b><i>Issue 1 – Future Traffic Noise New and Gated Roadways</i></b> Under Scenario 2, future noise levels would be less than the City residential noise compatibility criteria of 65 CNEL at residences located adjacent to the portions of Crystal View Terrace, Green Orchard Place, and Overlook Parkway that would experience new pass-through traffic after the removal of the gates. Impacts would be <b>less than significant</b>. – Section 3.10.4.2 b, Page 3.10-46</p>	<p>area immediately adjacent to the proposed fill-crossing and bridge. Noise impacts adjacent to these new roadway segments would be <b>less than significant</b>. Noise levels at residences adjacent to Crystal View Terrace and Green Orchard Place would also be <b>less than significant</b>. – Section 3.10.4.2 b, Pages 3.10-45 – 3.10-46</p> <p><b><i>Issue 1 – Future Traffic Noise New and Gated Roadways</i></b> Under Scenario 3, future noise levels would exceed the City residential noise compatibility criteria of 65 CNEL at all residences located adjacent to Overlook Parkway between Alessandro Boulevard and Washington Street. However, as discussed above, existing walls have already been constructed in these locations. Impacts at these residences would be <b>less than significant</b>. There are no residences located within the 65 CNEL contour line in the area immediately adjacent to the proposed fill-crossing and bridge. Noise impacts adjacent to these new roadway segments would be <b>less than significant</b>. Noise levels at residences adjacent to Crystal View Terrace and Green Orchard Place would also be <b>less than significant</b>. – Section 3.10.4.2 b, Page 3.10-46</p>	<p>located west of Washington Street between Overlook Parkway and Gladys Road. However, as discussed above, these walls would reduce noise levels, but not to a level less than significant. Impacts at these residences would be <b>significant (S4-NOS-3)</b>.</p> <p>There are no residences located within the 65 CNEL contour line in the area immediately adjacent to the proposed fill-crossing and bridge. Noise impacts adjacent to these new roadway segments would be <b>less than significant</b>.</p> <p>The remaining portion of the Proposed C Street (between Dufferin Avenue and Victoria Avenue) would be adjacent to agricultural land and would not exceed the City of Riverside agricultural compatibility noise level limits and noise impacts would be <b>less than significant</b>. As also shown, noise levels at residences adjacent to Crystal View Terrace and Green Orchard Place would be <b>less than significant</b>. – Section 3.10.4.2 b, Pages 3.10-45 – 3.10-46</p> <p><b><i>Issue 1 – Future Traffic Noise New and Gated Roadways</i></b> Under Scenario 4, future noise levels would exceed the City residential noise compatibility criteria of 65 CNEL at all residences located adjacent to Overlook Parkway between Alessandro Boulevard and Washington Street. However, as discussed above, existing walls have already been constructed in these locations. Impacts at these residences would be <b>less than significant</b>. Additionally, noise levels would exceed 65 CNEL at the residences located west of Washington Street between Overlook Parkway and Gladys Road. However, as discussed above, these walls would reduce noise levels, but not to a level less than significant. Impacts at these residences would be <b>significant (S4-NOS-3)</b>.</p> <p>There are no residences located within the 65 CNEL contour line in the area immediately adjacent to the proposed fill-crossing and bridge. Noise impacts adjacent to these new roadway segments would be <b>less than significant</b>.</p> <p>The remaining portion of the Proposed C Street (between Dufferin Avenue and Victoria Avenue) would be adjacent to agricultural land</p>	<p><b><i>Issue 1 – Future Traffic Noise New and Gated Roadways</i></b> <b>No impacts</b> associated with off-site improvements would occur. – Section 3.10.4.2 b, Page 3.10-46</p>

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

<b>EIR Section</b>	<b>Scenario 1</b>	<b>Scenario 2</b>	<b>Scenario 3</b>	<b>Scenario 4</b>	<b>Off-Site</b>
	<p><b><i>Issue 1 – Future Traffic Noise Construction Noise</i></b> No construction would occur under Scenarios 1 and 2, and construction noise impacts would be <b>less than significant</b>. – Section 3.10.4.2 c, Page 3.10-46</p>	<p><b><i>Issue 1 – Future Traffic Noise Construction Noise</i></b> No construction would occur under Scenarios 1 and 2, and construction noise impacts would be <b>less than significant</b>. – Section 3.10.4.2 c, Page 3.10-46</p>	<p><b><i>Issue 1 – Future Traffic Noise Construction Noise</i></b> Under Scenarios 3 and 4, because construction activities would be limited to the times discussed above, would not exceed 75 dB(A) <math>L_{eq}</math>, and would not occur at nighttime, on Sundays, or on federal holidays, construction noise impacts would be <b>less than significant</b>. – Section 3.10.4.2 c, Page 3.10-47</p>	<p>and would not exceed the City of Riverside agricultural compatibility noise level limits and noise impacts would be <b>less than significant</b>. As also shown, noise levels at residences adjacent to Crystal View Terrace and Green Orchard Place would be <b>less than significant</b>. – Section 3.10.4.2 b, Page 3.10-46</p> <p><b><i>Issue 1 – Future Traffic Noise Construction Noise</i></b> Under Scenarios 3 and 4, because construction activities would be limited to the times discussed above, would not exceed 75 dB(A) <math>L_{eq}</math>, and would not occur at nighttime, on Sundays, or on federal holidays, construction noise impacts would be <b>less than significant</b>. – Section 3.10.4.2 c, Page 3.10-47</p>	<p><b><i>Issue 1 – Future Traffic Noise Construction Noise</i></b> <b>No impacts</b> would occur from implementation of off-site improvements. – Section 3.10.4.2 c, Page 3.10-47</p>
	<p><b><i>Issue 2 – Permanent Ambient Noise Increase</i></b> Impacts from Scenarios 1 and 2 would be <b>less than significant</b>. – Section 3.10.5.2, Page 3.10-48</p>	<p><b><i>Issue 2 – Permanent Ambient Noise Increase</i></b> Impacts from Scenarios 1 and 2 would be <b>less than significant</b>. – Section 3.10.5.2, Page 3.10-48</p>	<p><b><i>Issue 2 – Permanent Ambient Noise Increase</i></b> Scenarios 3 and 4 would result in significant traffic noise impacts at existing residences located adjacent to Washington Street and Madison Street (<b>S3-NOS-1, S4-NOS-1, S4-NOS-2, and S4-NOS-3</b>). This permanent increase in ambient noise would be <b>significant</b>. – Section 3.10.5.2, Page 3.10-48</p>	<p><b><i>Issue 2 – Permanent Ambient Noise Increase</i></b> Scenarios 3 and 4 would result in significant traffic noise impacts at existing residences located adjacent to Washington Street and Madison Street (<b>S3-NOS-1, S4-NOS-1, S4-NOS-2, and S4-NOS-3</b>). This permanent increase in ambient noise would be <b>significant</b>. – Section 3.10.5.2, Page 3.10-48</p>	<p><b><i>Issue 2 – Permanent Ambient Noise Increase</i></b> <b>No impacts</b> from off-site improvements would occur. – Section 3.10.5.2, Page 3.10-48</p>
	<p><b><i>Issue 3 – Temporary Ambient Noise Increase</i></b> Scenarios 1 and 2 would not require construction, and therefore, <b>no impact</b> would result. – Section 3.10.6.2, Page 3.10-49</p>	<p><b><i>Issue 3 – Temporary Ambient Noise Increase</i></b> Scenarios 1 and 2 would not require construction, and therefore, <b>no impact</b> would result. – Section 3.10.6.2, Page 3.10-49</p>	<p><b><i>Issue 3 – Temporary Ambient Noise Increase</i></b> A temporary increase in ambient noise would result from Project construction under Scenarios 3 and 4. Construction noise under each of the proposed scenarios is discussed in Section 3.10.4.1 above. Because construction activities would be limited to the times discussed above, would not exceed 75 dB(A) <math>L_{eq}</math>, and would not occur at nighttime, on Sundays, or on federal holidays, construction noise impacts would be <b>less than significant</b>. – Section 3.10.6.2, Page 3.10-49</p>	<p><b><i>Issue 3 – Temporary Ambient Noise Increase</i></b> A temporary increase in ambient noise would result from Project construction under Scenarios 3 and 4. Construction noise under each of the proposed scenarios is discussed in Section 3.10.4.1 above. Because construction activities would be limited to the times discussed above, would not exceed 75 dB(A) <math>L_{eq}</math>, and would not occur at nighttime, on Sundays, or on federal holidays, construction noise impacts would be <b>less than significant</b>. – Section 3.10.6.2, Page 3.10-49</p>	<p><b><i>Issue 3 – Temporary Ambient Noise Increase</i></b> Construction of the off-site improvements would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. However, because of the short duration of these off-site improvements, impacts are considered <b>less than significant</b>. – Section 3.10.6.2, Page 3.10-49</p>
Results of Impact Analysis	<p><b><i>Issue 1 – Future Traffic Noise Existing Roadways</i></b> <i>Gates Closed Baseline Comparison</i> N/A</p> <p><i>Gates Open Baseline Comparison</i> N/A</p>	<p><b><i>Issue 1 – Future Traffic Noise Existing Roadways</i></b> <i>Gates Closed Baseline Comparison</i> N/A</p> <p><i>Gates Open Baseline Comparison</i> N/A</p>	<p><b><i>Issue 1 – Future Traffic Noise Existing Roadways</i></b> <i>Gates Closed Baseline Comparison</i> <b>S3-NOS-1</b> Under Scenario 3, noise levels at 50 feet from the centerline of Madison Avenue between Victoria Avenue and Lincoln Avenue, and Washington Street between Overlook Parkway and Engel Drive would exceed 65 CNEL. This would result in a <b>direct, significant impact</b> to sensitive receivers located along Washington Street and Madison Street. – Table S-1, Page S-25</p> <p><i>Gates Open Baseline Comparison</i> N/A</p>	<p><b><i>Issue 1 – Future Traffic Noise Existing Roadways</i></b> <i>Gates Closed Baseline Comparison</i> <b>S4-NOS-1:</b> Noise levels at 50 feet from the centerline of Madison Avenue between Washington Street and Railroad Avenue would exceed 65 CNEL. This would result in a <b>direct significant impact</b> to sensitive receivers located along Washington Street and Madison Street. – Table S-1, Page S-42</p> <p><i>Gates Open Baseline Comparison</i> <b>S4-NOS-2:</b> Scenario 4 would result in the same impacts identified above under Gates Closed Baseline Comparison. Scenario 4</p>	<p><b><i>Issue 1 – Future Traffic Noise Existing Roadways</i></b> <i>Gates Closed Baseline Comparison</i> N/A</p> <p><i>Gates Open Baseline Comparison</i> N/A</p>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><i>Issue 1 – Future Traffic Noise <u>New and Gated Roadways</u></i> N/A</p> <p><i>Issue 2 – Permanent Ambient Noise Increase</i> N/A</p>	<p><i>Issue 1 – Future Traffic Noise <u>New and Gated Roadways</u></i> N/A</p> <p><i>Issue 2 – Permanent Ambient Noise Increase</i> N/A</p>	<p><i>Issue 1 – Future Traffic Noise <u>New and Gated Roadways</u></i> N/A</p> <p><i>Issue 2 – Permanent Ambient Noise Increase</i> <b>S3-NOS-1:</b> A permanent increase in ambient noise levels would result from the change in traffic patterns on roadways in the Project vicinity. These traffic noise impacts are discussed above. Scenario 3 would result in <b>significant traffic noise impacts</b> at existing residences located adjacent to Madison Street. – Table S-1, Page S-25</p>	<p>would result in a <b>direct, significant impact</b> to sensitive receivers located along Washington Street and Madison Street. – Table S-1, Page S-42</p> <p><i>Issue 1 – Future Traffic Noise <u>New and Gated Roadways</u></i> <b>S4-NOS-3:</b> Under Scenario 4, future noise levels would exceed the City residential noise compatibility criteria of 65 CNEL at all residences located west of Washington Street between Overlook Parkway and Gladys Road. Existing reverse frontage walls along these segments would reduce noise levels, but not to a level less than significant. Impacts at these residences would be <b>significant</b>. – Table S-1, Page S-42</p> <p><i>Issue 2 – Permanent Ambient Noise Increase</i> A permanent increase in ambient noise levels from traffic would exceed the threshold for sensitive receptors at existing residences located adjacent to Madison Street and Washington Street (see <b>S3-NOS-1, S4-NOS-1, S4-NOS-2, and S4-NOS-3</b>). – Table S-1, Page S-43</p>	<p><i>Issue 1 – Future Traffic Noise <u>New and Gated Roadways</u></i> N/A</p> <p><i>Issue 2 – Permanent Ambient Noise Increase</i> N/A</p>
Needed Mitigation Measures	N/A	N/A	N/A	N/A	N/A
Significant Impacts That Cannot be Mitigated	<p><i>Issue 1 – Future Traffic Noise <u>Existing Roadways</u></i> <i>Gates Closed and Open Baseline Comparisons</i> N/A</p> <p><i>Issue 1 – Future Traffic Noise <u>New and Gated Roadways</u></i> N/A</p> <p><i>Issue 2 – Permanent Ambient Noise Increase</i> N/A</p>	<p><i>Issue 1 – Future Traffic Noise <u>Existing Roadways</u></i> <i>Gates Closed and Open Baseline Comparisons</i> N/A</p> <p><i>Issue 1 – Future Traffic Noise <u>New and Gated Roadways</u></i> N/A</p> <p><i>Issue 2 – Permanent Ambient Noise Increase</i> N/A</p>	<p><i>Issue 1 – Future Traffic Noise <u>Existing Roadways</u></i> <i>Gates Closed and Open Baseline Comparisons</i> Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Impacts for both the Gates Closed and Gates Open condition under Scenarios 3 and 4 would remain <b>significant and unavoidable</b>. – Section 3.10.4.3 a, Page 3.10-47</p> <p><i>Issue 1 – Future Traffic Noise <u>New and Gated Roadways</u></i> N/A</p> <p><i>Issue 2 – Permanent Ambient Noise Increase</i> Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Impacts under Scenario 3 would remain <b>significant and unavoidable</b>. – Section 3.10.5.3, Page 3.10-48.</p> <p><u>This will be corrected to read as noted here in the Final EIR Errata.</u></p>	<p><i>Issue 1 – Future Traffic Noise <u>Existing Roadways</u></i> <i>Gates Closed and Open Baseline Comparisons</i> Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Impacts for both the Gates Closed and Gates Open condition under Scenarios 3 and 4 would remain <b>significant and unavoidable</b>. – Section 3.10.4.3 a, Page 3.10-47</p> <p><i>Issue 1 – Future Traffic Noise <u>New and Gated Roadways</u></i> As discussed above, mitigation is infeasible and this impact under Scenario 4 would remain <b>significant and unavoidable</b>. – Section 3.10.4.3 b, Page 3.10-47</p> <p><i>Issue 2 – Permanent Ambient Noise Increase</i> Impacts due to Scenarios 3 and 4 would remain <b>significant and unavoidable</b>. – Section 3.10.5.3, Page 3.10-48.</p> <p><u>This will be corrected to read as noted here in the Final EIR Errata.</u></p>	<p><i>Issue 1 – Future Traffic Noise <u>Existing Roadways</u></i> <i>Gates Closed and Open Baseline Comparisons</i> N/A</p> <p><i>Issue 1 – Future Traffic Noise <u>New and Gated Roadways</u></i> N/A</p> <p><i>Issue 2 – Permanent Ambient Noise Increase</i> N/A</p>

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR**

**Summary of Scenario Impacts**

<b>EIR Section</b>	<b>Scenario 1</b>	<b>Scenario 2</b>	<b>Scenario 3</b>	<b>Scenario 4</b>	<b>Off-Site</b>
<b>Transportation/Traffic – Pages 3.11-1 – 3.11-174</b>					
Significance of Impacts	<p><b><u>Issue 1 – Circulation System</u></b>  <b><u>City of Riverside Significance Criteria</u></b>                      Tables 3.11-37 and 3.11-38 summarize the intersection and roadway link impacts for each scenario, compared to each baseline, in Year 2011 and Year 2035. A summary of each scenario in the existing (Year 2011) and buildout (Year 2035) condition against each baseline is provided below. – Section 3.11.4.2 a, Page 3.11-104</p> <p><b><u>Year 2011 – Gates Closed</u></b>                      No impacts would result from Scenario 1, as this scenario represents the Gates Closed baseline. – Section 3.11.4.2 a, Page 3.11-104</p> <p><b><u>Year 2011 – Gates Open</u></b>                      Scenario 1 would have no impact on any intersections but would have a significant impact at one roadway link (S1-LINK-1). – Section 3.11.4.2 a, Page 3.11-104</p> <p><b><u>Year 2035 – Gates Closed</u></b>                      No impacts would result from Scenario 1, as this scenario represents the Gates Closed baseline. – Section 3.11.4.2 a, Page 3.11-107</p> <p><b><u>Year 2035 – Gates Open</u></b>                      Scenario 1 would have a significant impact at five intersections (S1-INT-1 through S1-INT-4) and eight roadway links (S1-LINK-2 through S1-LINK-9). – Section 3.11.4.2 a, Page 3.11-107</p> <p><b><u>Issue 1 – Circulation System</u></b>  <b><u>Construction Traffic</u></b>                      Because the proposed construction of any of the Project scenarios will generate less than 50 peak hour trips, no significant impacts are expected at any of the local intersections or roadway links. – Section 3.11.4.2 b, Page 3.11-107</p> <p><b><u>Issue 1 – Circulation System</u></b>  <b><u>Potential Cut-through Traffic</u></b>                      N/A</p>	<p><b><u>Circulation System</u></b>  <b><u>City of Riverside Significance Criteria</u></b>                      Tables 3.11-37 and 3.11-38 summarize the intersection and roadway link impacts for each scenario, compared to each baseline, in Year 2011 and Year 2035. A summary of each scenario in the existing (Year 2011) and buildout (Year 2035) condition against each baseline is provided below. – Section 3.11.4.2 a, Page 3.11-104</p> <p><b><u>Year 2011 – Gates Closed</u></b>                      Scenario 2 would have a significant impact at one intersection (S2-INT-1) and one roadway link (S2-LINK-1). – Section 3.11.4.2 a, Page 3.11-104</p> <p><b><u>Year 2011 – Gates Open</u></b>                      No impacts would result from Scenario 2, as this scenario represents the Gates Open baseline. – Section 3.11.4.2 a, Page 3.11-107</p> <p><b><u>Year 2035 – Gates Closed</u></b>                      Scenario 2 would have a significant impact at 12 intersections (S2-INT-2 through S2-INT-10) and six roadway links (S2-LINK-2 through S2-LINK-7). – Section 3.11.4.2 a, Page 3.11-107</p> <p><b><u>Year 2035 – Gates Open</u></b>                      No impacts would result from Scenario 2, as this scenario represents the Gates Open baseline. – Section 3.11.4.2 a, Page 3.11-107</p> <p><b><u>Issue 1 – Circulation System</u></b>  <b><u>Construction Traffic</u></b>                      Because the proposed construction of any of the Project scenarios will generate less than 50 peak hour trips, no significant impacts are expected at any of the local intersections or roadway links. – Section 3.11.4.2 b, Page 3.11-107</p> <p><b><u>Issue 1 – Circulation System</u></b>  <b><u>Potential Cut-through Traffic</u></b>                      N/A</p>	<p><b><u>Circulation System</u></b>  <b><u>City of Riverside Significance Criteria</u></b>                      Tables 3.11-37 and 3.11-38 summarize the intersection and roadway link impacts for each scenario, compared to each baseline, in Year 2011 and Year 2035. A summary of each scenario in the existing (Year 2011) and buildout (Year 2035) condition against each baseline is provided below. – Section 3.11.4.2 a, Page 3.11-104</p> <p><b><u>Year 2011 – Gates Closed</u></b>                      Scenario 3 would have a significant impact at one intersection (S3-INT-1) and one roadway link (S3-LINK-1). – Section 3.11.4.2 a, Page 3.11-104</p> <p><b><u>Year 2011 – Gates Open</u></b>                      Scenario 3 would have a significant impact at one intersection (S3-INT-2) and one roadway link (S3-LINK-2). – Section 3.11.4.2 a, Page 3.11-107</p> <p><b><u>Year 2035 – Gates Closed</u></b>                      Scenario 3 would have a significant impact at 16 intersections (S3-INT-3 through S3-INT-15) and five roadway links (S3-LINK-3 through S3-LINK-7). – Section 3.11.4.2 a, Page 3.11-107</p> <p><b><u>Year 2035 – Gates Open</u></b>                      Scenario 3 would have a significant impact at 14 intersections (S3-INT-16 through S3-INT-23) and five roadway links (S3-LINK-8 through S3-LINK-12). – Section 3.11.4.2 a, Page 3.11-107</p> <p><b><u>Issue 1 – Circulation System</u></b>  <b><u>Construction Traffic</u></b>                      Because the proposed construction of any of the Project scenarios will generate less than 50 peak hour trips, no significant impacts are expected at any of the local intersections or roadway links. – Section 3.11.4.2 b, Page 3.11-107</p> <p><b><u>Issue 1 – Circulation System</u></b>  <b><u>Potential Cut-through Traffic</u></b>                      The analysis examined the numbers of new vehicles coming into the Project vicinity that can be attributed to cut-through traffic as a result of new roadways and connections under</p>	<p><b><u>Circulation System</u></b>  <b><u>City of Riverside Significance Criteria</u></b>                      Tables 3.11-37 and 3.11-38 summarize the intersection and roadway link impacts for each scenario, compared to each baseline, in Year 2011 and Year 2035. A summary of each scenario in the existing (Year 2011) and buildout (Year 2035) condition against each baseline is provided below. – Section 3.11.4.2 a, Page 3.11-104</p> <p><b><u>Year 2011 – Gates Closed</u></b>                      Scenario 4 would have a significant impact at five intersections (S4-INT-1 through S4-INT-4) and one roadway link (S4-LINK-1). – Section 3.11.4.2 a, Page 3.11-104</p> <p><b><u>Year 2011 – Gates Open</u></b>                      Scenario 4 would have a significant impact at five intersections (S4-INT-5 through S4-INT-8) and one roadway link (S4-LINK-2). – Section 3.11.4.2 a, Page 3.11-107</p> <p><b><u>Year 2035 – Gates Closed</u></b>                      Scenario 4 would have a significant impact at 12 intersections (S4-INT-9 through S4-INT-19) and five roadway links (S4-LINK-3 through S4-LINK-7). – Section 3.11.4.2 a, Page 3.11-107</p> <p><b><u>Year 2035 – Gates Open</u></b>                      Scenario 4 would have a significant impact at nine locations (S4-INT-20 through S4-INT-27) and five roadway links (S4-LINK-8 through S4-LINK-12). – Section 3.11.4.2 a, Page 3.11-107</p> <p><b><u>Issue 1 – Circulation System</u></b>  <b><u>Construction Traffic</u></b>                      Because the proposed construction of any of the Project scenarios will generate less than 50 peak hour trips, no significant impacts are expected at any of the local intersections or roadway links. – Section 3.11.4.2 b, Page 3.11-107</p> <p><b><u>Issue 1 – Circulation System</u></b>  <b><u>Potential Cut-through Traffic</u></b>                      The analysis examined the numbers of new vehicles coming into the Project vicinity that can be attributed to cut-through traffic as a result of new roadways and connections under</p>	<p><b><u>Circulation System</u></b>  <b><u>City of Riverside Significance Criteria</u></b>                      It should also be noted that the “off-site improvements” analyzed throughout the EIR are the intersection-related mitigation measures which are intended to reduce impacts under each scenario (detailed at the end of this section). Thus, the off-site improvements are not analyzed under Issue 1. However, the off-site improvements are analyzed against other transportation/traffic issues in this section (i.e., Issues 2–5) – Section 3.11.4a</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p><b><u>Year 2011 – Gates Closed</u></b>                      N/A</p> <p><b><u>Year 2011 – Gates Open</u></b>                      N/A</p> <p><b><u>Year 2035 – Gates Closed</u></b>                      N/A</p> <p><b><u>Year 2035 – Gates Open</u></b>                      N/A</p> <p><b><u>Issue 1 – Circulation System</u></b>  <b><u>Construction Traffic</u></b>                      N/A</p> <p><b><u>Issue 1 – Circulation System</u></b>  <b><u>Potential Cut-through Traffic</u></b>                      N/A</p>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
			Scenarios 3 and 4. The analysis shows that for both 2011 and 2035 conditions, impacts would be <b>less than significant</b> . – Section 3.11.4.2 c, Page 3.11-108	Scenarios 3 and 4. The analysis shows that for both 2011 and 2035 conditions, impacts would be <b>less than significant</b> . – Section 3.11.4.2 c, Page 3.11-108	
	<b>Issue 2 – Conflict with Congestion Management Programs</b> Scenario 1 would have <b>no impact on CMP intersections</b> . This scenario would have a <b>significant and unavoidable impact</b> on one CMP roadway link in 2011 and two links in the Year 2035. <b>Impacts would be significant (S1-CMP-1)</b> . – Section 3.11.5.2, Page 3.11-162	<b>Issue 2 – Conflict with Congestion Management Programs</b> Scenario 2 would have <b>no impact</b> on CMP intersections in 2011; and would have a <b>significant and unavoidable impact</b> on two CMP intersections in 2035. This scenario would have a <b>significant and unavoidable impact</b> on one CMP roadway link in 2011 and three CMP roadway links in 2035. <b>Impacts would be significant (S2-CMP-1)</b> . – Section 3.11.5.2, Page 3.11-162	<b>Issue 2 – Conflict with Congestion Management Programs</b> With mitigation incorporated, Scenario 3 would have a <b>less than significant impact</b> on one CMP intersection in 2011 and 2035; and would have a <b>significant and unavoidable impact</b> on one CMP intersection in 2035. This scenario would have a <b>significant and unavoidable impact</b> on one CMP roadway link in 2011 and two CMP roadway links in 2035. <b>Impacts would be significant (S3-CMP-1)</b> . – Section 3.11.5.2, Page 3.11-162	<b>Issue 2 – Conflict with Congestion Management Programs</b> With mitigation incorporated, Scenario 4 would have a <b>less than significant impact</b> on one CMP intersection in 2011; and would have a <b>significant and unavoidable impact</b> on one CMP intersection in 2035. This scenario would have a <b>significant and unavoidable impact</b> on one CMP roadway link in 2011 and two CMP roadway links in 2035. <b>Impacts would be significant (S4-CMP-1)</b> . – Section 3.11.5.2, Page 3.11-162	<b>Issue 2 – Conflict with Congestion Management Programs</b> <b>Off-site improvements would not conflict with the County of Riverside CMP, as these improvements are aimed at improving traffic flow at intersections which would operate at an unacceptable LOS. Impacts would be less than significant.</b>  <b>This will be corrected to read as noted here in the Final EIR Errata.</b>
	<b>Issue 3 – Emergency Access</b> Under Scenario 1, both Crystal View Terrace and Green Orchard Place gates would remain in place and be closed and locked. Because Scenario 1 would keep the gates closed, thus adding a physical barrier to emergency access, impacts would be <b>considered significant (S1-ES-1)</b> and would require mitigation. – Section 3.11.6.2, Page 3.11-167	<b>Issue 3 – Emergency Access</b> Because Scenario 2 would remove the gates at Crystal View Terrace and Green Orchard Place, which are physical barriers to emergency access that increase response times, impacts would be <b>less than significant</b> . – Section 3.11.6.2, Page 3.11-167	<b>Issue 3 – Emergency Access</b> Scenarios 3 and 4 would remove physical barriers, such as the gates at Crystal View Terrace and Green Orchard Place and connect additional arterial streets. These improvements could provide a benefit to response times and thus emergency access. Impacts would therefore be <b>less than significant</b> . – Section 3.11.6.2, Page 3.11-167	<b>Issue 3 – Emergency Access</b> Scenarios 3 and 4 would remove physical barriers, such as the gates at Crystal View Terrace and Green Orchard Place and connect additional arterial streets. These improvements could provide a benefit to response times and thus emergency access. Impacts would therefore be <b>less than significant</b> . – Section 3.11.6.2, Page 3.11-167	<b>Emergency Access</b> <b>The off-site improvements associated with each scenario would likely improve emergency access. These intersections are currently unsignalized, which generally takes emergency responders longer to get through as compared to signalized intersections. Thus, impacts associated with emergency access would be less than significant.</b>  <b>This will be corrected to read as noted here in the Final EIR Errata.</b>
	<b>Issue 4 – Traffic Hazards</b> Scenarios 1 and 2 would not include the construction of new roadways. If Scenario 1 is implemented, permanent signs would remain near the gates and Overlook Parkway that clearly indicate dead end streets. <b>Impacts would be less than significant</b> . – Section 3.11.7.2, Page 3.11-170  <b>This will be corrected to read as noted here in the Final EIR Errata.</b>	<b>Issue 4 – Traffic Hazards</b> Scenarios 1 and 2 would not include the construction of new roadways. If Scenario 1 is implemented, permanent signs would remain near the gates and Overlook Parkway that clearly indicate dead end streets. <b>Impacts would be less than significant</b> . – Section 3.11.7.2, Page 3.11-170  <b>This will be corrected to read as noted here in the Final EIR Errata.</b>	<b>Issue 4 – Traffic Hazards</b> Scenario 3 proposes to complete roadway improvements along Overlook Parkway. Designs accommodate new sidewalks and bike lanes consistent with City design standards for arterials. Scenario 4 involves the construction of new roadways and intersection improvements. The Proposed C Street and required intersection improvements have been designed to conform to all federal, state, and local roadway design guidelines. <b>Impacts would be less than significant</b> . – Section 3.11.7.2, Page 3.11-170	<b>Issue 4 – Traffic Hazards</b> Scenario 3 proposes to complete roadway improvements along Overlook Parkway. Designs accommodate new sidewalks and bike lanes consistent with City design standards for arterials. Scenario 4 involves the construction of new roadways and intersection improvements. The Proposed C Street and required intersection improvements have been designed to conform to all federal, state, and local roadway design guidelines. <b>Impacts would be less than significant</b> . – Section 3.11.7.2, Page 3.11-170	<b>Issue 4 – Traffic Hazards</b> Impacts associated with off-site improvements would be <b>less than significant</b> . – Section 3.11.7.2, Page 3.11-170
	<b>Issue 5 – Conflict with Alternate Transportation Policies</b> Scenarios 1 and 2 would not provide alternative transportation routes or facilities, but would not preclude roadways, bike lanes, etc. from being constructed in the future as set forth in the General Plan 2025 and the Bicycle Master Plan, and impacts would be <b>less than significant</b> . – Section 3.11.8.2, Page 3.11-174	<b>Issue 5 – Conflict with Alternate Transportation Policies</b> Scenarios 1 and 2 would not provide alternative transportation routes or facilities, but would not preclude roadways, bike lanes, etc. from being constructed in the future as set forth in the General Plan 2025 and the Bicycle Master Plan, and impacts would be <b>less than significant</b> . – Section 3.11.8.2, Page 3.11-174	<b>Issue 5 – Conflict with Alternate Transportation Policies</b> Scenario 3 would not conflict with alternate transportation policies set forth in the General Plan 2025 and the Bicycle Master Plan, as Overlook Parkway would be connected easterly to Alessandro Boulevard, thus creating new pedestrian and bicycle linkages as called for in each plan. Additionally, the connection to Alessandro Boulevard would also provide additional access for transit riders, as there are two bus routes that run along Alessandro	<b>Issue 5 – Conflict with Alternate Transportation Policies</b> Scenario 4 would provide a linkage from Overlook Parkway to Alessandro Boulevard. Scenario 4 would complement and enhance alternate transportation policies set forth in the General Plan 2025 and the Bicycle Master Plan near Overlook Parkway. Overall, impacts would be considered <b>less than significant</b> . – Section 3.11.8.2, Page 3.11-174	<b>Issue 5 – Conflict with Alternate Transportation Policies</b> <b>No impacts</b> would be associated with off-site improvements. – Section 3.11.8.2, Page 3.11-174

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
			Boulevard. Overall, impacts would be <b>less than significant</b> . – Section 3.11.8.2, Page 3.11-174		
Results of Impact Analysis	<p><i>Issue 1 – Circulation System City of Riverside Significance Criteria Year 2011 – Gates Closed</i> N/A</p>	<p><i>Issue 1 – Circulation System City of Riverside Significance Criteria Year 2011 – Gates Closed</i></p> <p><u>Intersections</u></p> <p><b>S2-INT-1:</b> 8. Washington Street at Victoria Avenue</p> <p><i>See MM-S2-INT-1 that will make this issue less than significant with mitigation.</i></p> <p><u>Links</u> This scenario would have a <b>significant impact</b> at one roadway link.</p> <p><b>S2-LINK-1:</b> 20. Alessandro Boulevard south of Canyon Crest Drive</p> <p><i>The General Plan 2025 recognizes this link as a location that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>This link will have significant and unavoidable impacts.</i></p> <p>Table S-1, Page S-16</p>	<p><i>Issue 1 – Circulation System City of Riverside Significance Criteria Year 2011 – Gates Closed</i></p> <p><u>Intersections</u></p> <p><b>S3-INT-1:</b> 14. Alessandro Boulevard at Overlook Parkway</p> <p><i>See MM-S3-INT-1 that will make this issue less than significant with mitigation.</i></p> <p><u>Links</u> This scenario would have a <b>significant impact</b> at one roadway link.</p> <p><b>S3-LINK-1</b> 20. Alessandro Boulevard south of Canyon Crest Drive</p> <p><i>The General Plan 2025 recognizes this link as a location that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>This link will have significant and unavoidable impacts.</i></p> <p>Table S-1, Pages S-25 – S-26</p>	<p><i>Issue 1 – Circulation System City of Riverside Significance Criteria Year 2011 – Gates Closed</i></p> <p><u>Intersections</u> Scenario 4 would impact intersections and links when compared to the Gates Closed and Gates Open baselines in the Year 2011 and Year 2035. .</p> <p><b>S4-INT-1:</b> 5A. Madison Street at Victoria Avenue (North) 5B. Madison Street at Victoria Avenue (South)</p> <p><i>See MM-S4-INT-1 that will make this issue less than significant with mitigation.</i></p> <p><b>S4-INT-2:</b> 14. Alessandro Boulevard at Overlook Parkway</p> <p><i>See MM-S4-INT-2 that will make this issue less than significant with mitigation.</i></p> <p><b>S4-INT-3:</b> 17. Kingdom Drive at Overlook Parkway</p> <p><i>See MM-S4-INT-3 that will make this issue less than significant with mitigation.</i></p> <p><b>S4-INT-4:</b> 28. Orozco Drive at Overlook Parkway</p> <p><i>See MM-S4-INT-4 that will make this issue less than significant with mitigation.</i></p> <p><u>Links</u> This scenario would have a <b>significant impact</b> at one roadway link.</p> <p><b>S4-LINK-1:</b> 20. Alessandro Boulevard south of Canyon Crest Drive</p> <p><i>The General Plan 2025 recognizes this link as a location that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p>	<p><i>Issue 1 – Circulation System City of Riverside Significance Criteria Year 2011 – Gates Closed</i> N/A</p>

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><u>Year 2011 – Gates Open</u></p> <p><u>Links</u> This scenario would have a <b>significant impact</b> at one roadway link.</p> <p><b>S1-LINK-1:</b> 15. Trautwein Road north of John F. Kennedy Drive</p> <p><i>The General Plan 2025 recognizes this link as a location that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>This link will have significant and unavoidable impacts.</i></p> <p>Table S-1, Page S-11</p>	<p><u>Year 2011 – Gates Open</u></p> <p>N/A</p>	<p><u>Year 2011 – Gates Open</u></p> <p><u>Intersections</u></p> <p><b>S3-INT-2:</b> 14. Alessandro Boulevard at Overlook Parkway</p> <p><i>See MM-S3-INT-1 that will make this issue less than significant with mitigation.</i></p> <p><u>Links</u> This scenario would have a <b>significant impact</b> at one roadway link. (<b>S3-LINK-2</b>).</p> <p><b>S3-LINK-2:</b> 20. Alessandro Boulevard south of Canyon Crest Drive</p> <p><i>The General Plan 2025 recognizes this link as a location that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>This link will have significant and unavoidable impacts.</i></p> <p>Table S-1, Pages S-26 – S-27</p>	<p><i>This link will have significant and unavoidable impacts.</i></p> <p>Table S-1, Pages S-43 – S-44 <u>Year 2011 – Gates Open</u></p> <p><u>Intersections</u></p> <p><b>S4-INT-5:</b> 5A. Madison Street at Victoria Avenue (North) 5B. Madison Street at Victoria Avenue (South)</p> <p><i>See MM-S4-INT-1 that will make this issue less than significant with mitigation.</i></p> <p><b>S4-INT-6:</b> 14. Alessandro Boulevard at Overlook Parkway</p> <p><i>See MM-S4-INT-2 that will make this issue less than significant with mitigation.</i></p> <p><b>S4-INT-7:</b> 17. Kingdom Drive at Overlook Parkway</p> <p><i>See MM-S4-INT-3 that will make this issue less than significant with mitigation.</i></p> <p><b>S4-INT-8:</b> 28. Orozco Drive at Overlook Parkway</p> <p><i>See MM-S4-INT-4 that will make this issue less than significant with mitigation.</i></p> <p><u>Links</u> This scenario would have a <b>significant impact</b> at one roadway link.</p> <p><b>S4-LINK-2:</b> 20. Alessandro Boulevard south of Canyon Crest Drive</p> <p><i>The General Plan 2025 recognizes this link as a location that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>This link will have significant and unavoidable impacts.</i></p>	<p><u>Year 2011 – Gates Open</u></p> <p>N/A</p>

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><u>Year 2035 – Gates Closed</u> N/A</p>	<p><u>Year 2035 – Gates Closed</u></p> <p><u>Intersections</u></p> <p><b>S2-INT-2:</b> 3. Madison Street at Indiana Avenue</p> <p><i>See MM-S2-INT-2 that will make this issue less than significant with mitigation.</i></p> <p><b>S2-INT-3:</b> 5A. Madison Street at Victoria Avenue (North) 5B. Madison Street at Victoria Avenue (South)</p> <p><i>See MM-S2-INT-3 that will make this issue less than significant with mitigation.</i></p> <p><b>S2-INT-4:</b> 7. Washington Street at Lincoln Avenue</p> <p><i>See MM-S2-INT-4 that will make this issue less than significant with mitigation.</i></p> <p><b>S2-INT-5:</b> 8A. Washington Street at Victoria Avenue (North) 8B. Washington Street at Victoria Avenue (South)</p> <p><i>See MM-S2-INT-5. Even with this mitigation measure this Intersection will have significant and unavoidable impacts.</i></p> <p><b>S2-INT-6:</b> 12. Victoria Avenue at Arlington Avenue</p> <p><i>See MM-S2-INT-6 that will make this issue less than significant with mitigation.</i></p> <p><b>S2-INT-7:</b> 13. Alessandro Boulevard at Arlington Avenue</p> <p><i>No feasible mitigation measure was identified and this Intersection has impacts that are significant and unavoidable.</i></p> <p><b>S2-INT-8:</b> 14. Alessandro Boulevard at Overlook Parkway</p> <p><i>A majority of the impact is due to the high volumes projected on Alessandro Boulevard in the 2035 cumulative condition. There is limited right of way on Alessandro Boulevard</i></p>	<p><u>Year 2035 – Gates Closed</u></p> <p><u>Intersections</u></p> <p><b>S3-INT-3:</b> 3. Madison Street at Indiana Avenue</p> <p><i>See MM-S3-INT-2 that will make this issue less than significant with mitigation.</i></p> <p><b>S3-INT-4:</b> 5A. Madison Street at Victoria Avenue (North) 5B. Madison Street at Victoria Avenue (South)</p> <p><i>See MM-S3-INT-3 that will make this issue less than significant with mitigation.</i></p> <p><b>S3-INT-5:</b> 7. Washington Street at Lincoln Avenue</p> <p><i>See MM-S3-INT-4 that will make this issue less than significant with mitigation.</i></p> <p><b>S3-INT-6:</b> 8A. Washington Street at Victoria Avenue (North) 8B. Washington Street at Victoria Avenue (South)</p> <p><i>See MM-S3-INT-5. Even with this mitigation measure this Intersection will have significant and unavoidable impacts.</i></p> <p><b>S3-INT-7:</b> 9. Washington Street at Overlook Parkway</p> <p><i>See MM-S3-INT-6 that will make this issue less than significant with mitigation.</i></p> <p><b>S3-INT-8:</b> 12. Victoria Avenue at Arlington Avenue</p> <p><i>See MM-S3-INT-7 that will make this issue less than significant with mitigation.</i></p> <p><b>S3-INT-9:</b> 14. Alessandro Boulevard at Overlook Parkway</p> <p><i>A majority of the impact is due to the high volumes projected on Alessandro Boulevard in the 2035 cumulative condition. There is limited right of way on Alessandro Boulevard available for improvements. Changes to the</i></p>	<p>Table S-1, Pages S-44 – S-45 <u>Year 2035 – Gates Closed</u></p> <p><u>Intersections</u></p> <p><b>S4-INT-9:</b> 3. Madison Street at Indiana Avenue</p> <p><i>See MM-S4-INT-5 that will make this issue less than significant with mitigation.</i></p> <p><b>S4-INT-10:</b> 4. Madison Street at Lincoln Avenue</p> <p><i>See MM-S4-INT-6 that will make this issue less than significant with mitigation.</i></p> <p><b>S4-INT-11:</b> 5A. Madison Street at Victoria Avenue (North) 5B. Madison Street at Victoria Avenue (South)</p> <p><i>See MM-S4-INT-7. Even with this mitigation measure this Intersection will have significant and unavoidable impacts.</i></p> <p><b>S4-INT-12:</b> 8A. Washington Street at Victoria Avenue (North)</p> <p><i>See MM-S4-INT-8. Even with this mitigation measure this Intersection will have significant and unavoidable impacts.</i></p> <p><b>S4-INT-13:</b> 9. Washington Street at Overlook Parkway</p> <p><i>See MM-S4-INT-9 that will make this issue less than significant with mitigation.</i></p> <p><b>S4-INT-14:</b> 14. Alessandro Boulevard at Overlook Parkway</p> <p><i>A majority of the impact is due to the high volumes projected on Alessandro Boulevard in the 2035 cumulative condition. There is limited right-of-way on Alessandro Boulevard available for improvements. Changes to the eastbound lanes on Overlook Parkway will reduce, but not fully mitigate the significant impact.</i></p> <p><i>Intersection will have significant and unavoidable impacts.</i></p>	<p><u>Year 2035 – Gates Closed</u> N/A</p>

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
		<p>available for improvements. Changes to the eastbound lanes on Overlook Parkway will reduce, but not fully mitigate the significant impact.</p> <p><i>This Intersection will have significant and unavoidable impacts.</i></p> <p><b>S2-INT-9:</b> 19. Trautwein Road at John F. Kennedy Drive</p> <p><i>See MM-S2-INT-8 that will make this issue less than significant with mitigation.</i></p> <p><b>S2-INT-10:</b> 22A. Mary Street at Victoria Avenue (North) 22B. Mary Street at Victoria Avenue (South)</p> <p><i>This intersection is projected to operate at LOS F, due to the high number of vehicles that are projected to utilize Mary Street towards downtown Riverside. Addition of a traffic signal was evaluated, as well as potential mitigation measures. No mitigation measures were identified that would fully mitigate the significant impact.</i></p> <p><i>This Intersection will have significant and unavoidable impacts.</i></p> <p><u>Links</u> This scenario would have a <b>significant impact</b> at six roadway links. (S2-LINK-2 through S2-LINK-7).</p> <p><b>S2-LINK-2 through S2-LINK-5:</b> 5. Arlington Avenue west of Alessandro Boulevard 7. Van Buren Boulevard west of Trautwein Road 8. Alessandro Boulevard west of Sycamore Canyon 9. Van Buren Boulevard west of Plummer Street</p> <p><i>The General Plan 2025 recognizes these links as locations that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These Links will have significant and</i></p>	<p>eastbound lanes on Overlook Parkway will reduce, but not fully mitigate the significant impact.</p> <p><i>This Intersection will have significant and unavoidable impacts.</i></p> <p><b>S3-INT-10:</b> 16. Crystal View Terrace at Overlook Parkway</p> <p><i>See MM-S3-INT-8 that will make this issue less than significant with mitigation.</i></p> <p><b>S3-INT-11:</b> 17. Kingdom Drive at Overlook Parkway</p> <p><i>See MM-S3-INT-9 that will make this issue less than significant with mitigation.</i></p> <p><b>S3-INT-12:</b> 19. Trautwein Road at John F. Kennedy Drive</p> <p><i>See MM-S3-INT-10 that will make this issue less than significant with mitigation.</i></p> <p><b>S3-INT-13:</b> 22A. Mary Street at Victoria Avenue (North) 22B. Mary Street at Victoria Avenue (South)</p> <p><i>Addition of a traffic signal was evaluated, as well as potential mitigation measures. No mitigation measures were identified that would fully mitigate the significant impact.</i></p> <p><b>S3-INT-14:</b> 24. Hawarden Drive at Overlook Parkway</p> <p><i>See MM-S3-INT-11 that will make this issue less than significant with mitigation.</i></p> <p><b>S3-INT-15:</b> 28. Orozco Drive at Overlook Parkway</p> <p><i>See MM-S3-INT-12 that will make this issue less than significant with mitigation.</i></p> <p><u>Links</u> This scenario would have a <b>significant impact</b> at five roadway links (S3-LINK-3 through S3-LINK-7).</p> <p><b>S3-LINK-3 through MM-S3-LINK-5:</b></p>	<p><b>S4-INT-15:</b> 16. Crystal View Terrace at Overlook Parkway</p> <p><i>See MM-S4-INT-10 that will make this issue less than significant with mitigation.</i></p> <p><b>S4-INT-16:</b> 17. Kingdom Drive at Overlook Parkway</p> <p><i>See MM-S4-INT-11 that will make this issue less than significant with mitigation.</i></p> <p><b>S4-INT-17:</b> 19. Trautwein Road at John F. Kennedy Drive</p> <p><i>See MM-S4-INT-12 that will make this issue less than significant with mitigation.</i></p> <p><b>S4-INT-18:</b> 24. Hawarden Drive at Overlook Parkway</p> <p><i>See MM-S4-INT-13 that will make this issue less than significant with mitigation.</i></p> <p><b>S4-INT-19:</b> 28. Orozco Drive at Overlook Parkway</p> <p><i>See MM-S4-INT-14 that will make this issue less than significant with mitigation.</i></p> <p><u>Links</u> This scenario would have a <b>significant impact</b> at six links (S4-LINK-3 through S4-LINK-7).</p> <p><b>S4-LINK-3 through S4-LINK-5:</b> 8. Alessandro Boulevard west of Sycamore Canyon 9. Van Buren Boulevard west of Plummer Street 20. Alessandro Boulevard south of Canyon Crest Drive</p> <p><i>The General Plan 2025 recognizes these links as locations that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These Links will have significant and unavoidable impacts.</i></p>	

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><u>Year 2035 – Gates Open</u></p> <p><u>Intersections</u></p> <p><b>S1-INT-1:</b> 7. Washington Street at Lincoln Avenue</p> <p><i>See MM-SI-INT-1 that will make this issue less than significant with mitigation.</i></p> <p><b>S1-INT-2:</b> 8B. Washington Street at Victoria Avenue (South)</p> <p><i>See MM-SI-INT-2. However, even with mitigation this intersection will still have</i></p>	<p><i>unavoidable impacts.</i></p> <p><b>S2-LINK-6 and S2-LINK-7:</b> 6. Berry Road west of Trautwein Road 10. Washington Street south of Victoria Avenue</p> <p><i>As stated in the General Plan 2025, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These Links will have significant and unavoidable impacts.</i></p> <p>Table S-1, Pages S-16 – S-19</p> <p><u>Year 2035 – Gates Open</u> N/A</p>	<p>8. Alessandro Boulevard west of Sycamore Canyon 9. Van Buren Boulevard west of Plummer Street 20. Alessandro Boulevard south of Canyon Crest Drive</p> <p><i>The General Plan 2025 recognizes these links as locations that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These Links will have significant and unavoidable impacts.</i></p> <p><b>S3-LINK-6 and MM-S3-LINK-7:</b> 10. Washington Street south of Victoria Avenue 26. Mary Street north of Lincoln Avenue</p> <p><i>As stated in the General Plan 2025, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These Links will have significant and unavoidable impacts.</i></p> <p>Table S-1, Pages S-27 – S-30 <u>Year 2035 – Gates Open</u></p> <p><u>Intersections</u></p> <p><b>S3-INT-16:</b> 3. Madison Street at Indiana Avenue</p> <p><i>See MM-S3-INT-2 that will make this issue less than significant with mitigation.</i></p> <p><b>S3-INT-17:</b> 5A. Madison Street at Victoria Avenue (North) 5B. Madison Street at Victoria Avenue (South)</p>	<p><b>S4-LINK-6 and S4-LINK-7:</b> 28. Madison Street north of Victoria Avenue 29. Madison Street north of Lincoln Avenue</p> <p><i>See MM-S4-LINK-6 and MM-S4-LINK-7. However these mitigation measures do not reduce the impact to a less than significant level. As stated in the General Plan 2025, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These Links will have significant and unavoidable impacts.</i></p> <p>Table S-1, Pages S-45 – S-47</p> <p><u>Year 2035 – Gates Open</u></p> <p><u>Intersections</u></p> <p><b>S4-INT-20:</b> 4. Madison Street at Lincoln Avenue</p> <p><i>See MM-S4-INT-6 that will make this issue less than significant with mitigation.</i></p> <p><b>S4-INT-21:</b> 5A. Madison Street at Victoria Avenue (North) 5B. Madison Street at Victoria Avenue (South)</p> <p><i>See MM-S4-INT-7. However, even with mitigation this intersection will still have</i></p>	<p><u>Year 2035 – Gates Open</u> N/A</p>

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><b>significant and unavoidable impacts.</b></p> <p><b>S1-INT-3:</b> 20. Washington Street at Bradley Street</p> <p><i>See MM-S1-INT-3 that will make this issue less than significant with mitigation.</i></p> <p><b>S1-INT-4:</b> 22A. Mary Street at Victoria Avenue (North) 22B. Mary Street at Victoria Avenue (South)</p> <p><i>This intersection is projected to operate at LOS F, due to the high number of vehicles that are projected to utilize Mary Street towards downtown Riverside. Addition of a traffic signal was evaluated, as well as potential mitigation measures. No mitigation measures were identified that would fully mitigate the significant impact.</i></p> <p><i>This intersection will have significant and unavoidable impacts.</i></p> <p><u>Links</u></p> <p>This scenario would have a <b>significant impact</b> at eight roadway links. (<b>S1-LINK-2</b> through <b>S1-LINK-5</b>).</p> <p><b>S1-LINK-2</b> through <b>S1-LINK-5:</b> 4. Van Buren Boulevard east of Washington Street 11. Alessandro Boulevard south of Arlington Avenue 15. Trautwein Road north of John F Kennedy Drive 20. Alessandro Boulevard south of Canyon Crest Drive</p> <p><i>The General Plan 2025 recognizes these links as locations that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These links have significant and unavoidable impacts.</i></p> <p><b>S1-LINK-6</b> through <b>S1-LINK-9:</b> 1. Victoria Avenue east of Washington</p>		<p><i>See MM-S3-INT-3 that will make this issue less than significant with mitigation.</i></p> <p><b>S3-INT-18:</b> 7. Washington Street at Lincoln Avenue</p> <p><i>See MM-S3-INT-4 that will make this issue less than significant with mitigation.</i></p> <p><b>S3-INT-19:</b> 8A. Washington Street at Victoria Avenue (North) 8B. Washington Street at Victoria Avenue (South)</p> <p><i>See MM-S3-INT-5. However, even with mitigation this intersection will still have significant and unavoidable impacts.</i></p> <p><b>S3-INT-20:</b> 9. Washington Street at Overlook Parkway</p> <p><i>See MM-S3-INT-6 that will make this issue less than significant with mitigation.</i></p> <p><b>S3-INT-21:</b> 14. Alessandro Boulevard at Overlook Parkway</p> <p><i>A majority of the impact is due to the high volumes projected on Alessandro Boulevard in the 2035 cumulative condition. There is limited right of way on Alessandro Boulevard available for improvements. Changes to the eastbound lanes on Overlook Parkway will reduce, but not fully mitigate the significant impact.</i></p> <p><i>Impacts would remain significant and unavoidable.</i></p> <p><b>S3-INT-22:</b> 16. Crystal View Terrace at Overlook Parkway</p> <p><i>See MM-S3-INT-8 that will make this issue less than significant with mitigation.</i></p> <p><b>S3-INT-23:</b> 17. Kingdom Drive at Overlook Parkway</p> <p><i>See MM-S3-INT-9 that will make this issue less than significant with mitigation.</i></p>	<p><b>significant and unavoidable impacts.</b></p> <p><b>S4-INT-22:</b> 9. Washington Street at Overlook Parkway</p> <p><i>See MM-S4-INT-9 that will make this issue less than significant with mitigation.</i></p> <p><b>S4-INT-23:</b> 14. Alessandro Boulevard at Overlook Parkway</p> <p><i>A majority of the impact is due to the high volumes projected on Alessandro Boulevard in the 2035 cumulative condition. There is limited right-of-way on Alessandro Boulevard available for improvements. Changes to the eastbound lanes on Overlook Parkway will reduce, but not fully mitigate the significant impact.</i></p> <p><i>Impacts would remain significant and unavoidable.</i></p> <p><b>S4-INT-24:</b> 16. Crystal View Terrace at Overlook Parkway</p> <p><i>See MM-S4-INT-10 that will make this issue less than significant with mitigation.</i></p> <p><b>S4-INT-25:</b> 17. Kingdom Drive at Overlook Parkway</p> <p><i>See MM-S4-INT-11 that will make this issue less than significant with mitigation.</i></p> <p><b>S4-INT-26:</b> 24. Hawarden Drive at Overlook Parkway</p> <p><i>See MM-S4-INT-13 that will make this issue less than significant with mitigation.</i></p> <p><b>S4-INT-27:</b> 28. Orozco Drive at Overlook Parkway</p> <p><i>See MM-S4-INT-14 that will make this issue less than significant with mitigation.</i></p> <p><u>Links</u></p> <p>This scenario would have a <b>significant impact</b> at six links (<b>S4-LINK-8</b> through <b>S4-LINK-12</b>).</p>	

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p>Street 12. Washington Street north of Valle Vista Way 16. Washington Street north of Van Buren Boulevard 19. Mission Grove Parkway south of Alessandro Boulevard</p> <p><i>As stated in the General Plan 2025, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These links have significant and unavoidable impacts.</i></p> <p>Table S-1, Pages S-12 – S-13</p>		<p><b>S3-INT-24:</b> 22A. Mary Street at Victoria Avenue (North) 22B. Mary Street at Victoria Avenue (South)</p> <p><i>This intersection is projected to operate at LOS F, due to the high number of vehicles that are projected to utilize Mary Street towards downtown Riverside. Addition of a traffic signal was evaluated, as well as potential mitigation measures. No mitigation measures were identified that would fully mitigate the significant impact.</i></p> <p><i>This intersection will have significant and unavoidable impacts.</i></p> <p><b>S3-INT-25:</b> 24. Hawarden Drive at Overlook Parkway</p> <p><i>See MM-S3-INT-11 that will make this issue less than significant with mitigation.</i></p> <p><b>S3-INT-26:</b> 28. Orozco Drive at Overlook Parkway</p> <p><i>See MM-S3-INT-12 that will make this issue less than significant with mitigation.</i></p> <p><u>Links</u> This scenario would have a <b>significant impact</b> at five roadway links (<b>S3-LINK-8</b> through <b>S3-LINK-12</b>).</p> <p><b>S3-LINK-8</b> and <b>S3-LINK-9:</b> 8. Alessandro Boulevard west of Sycamore Canyon 20. Alessandro Boulevard south of Canyon Crest Drive</p> <p><i>The General Plan 2025 recognizes these links as locations that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These links have significant and unavoidable impacts.</i></p> <p><b>S3-LINK-10</b> through <b>S3-LINK-12:</b></p>	<p><b>S4-LINK-8</b> through <b>S4-LINK-10:</b> 8. Alessandro Boulevard west of Sycamore Canyon 9. Van Buren Boulevard west of Plummer Street 20. Alessandro Boulevard south of Canyon Crest Drive</p> <p><i>The General Plan 2025 recognizes these links as locations that may operate at LOS E-F (see also Table 3.12-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These links have significant and unavoidable impacts.</i></p> <p><b>S4-LINK-11</b> through <b>S4-LINK-12:</b> 28. Madison Street north of Victoria Avenue 29. Madison Street north of Lincoln Avenue</p> <p><i>As stated in the General Plan 2025, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These links have significant and unavoidable impacts.</i></p> <p>Table S-1, Pages S-47 – S-49</p>	

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><b><u>Issue 1 – Circulation System Construction Traffic</u></b> N/A</p> <p><b><u>Issue 1 – Circulation System Potential Cut-through Traffic</u></b> N/A</p> <p><b><u>Issue 2 – Conflict with Congestion Management Programs</u></b>  <b>S1-CMP-1:</b> Scenario 1 would have no impact on CMP intersections. This scenario would have a significant and unavoidable impact on one CMP roadway link in 2011 and two links in the Year 2035. Impacts would be significant.</p> <p><i>Mitigation for impacts to intersections (including along CMP roadways) has been identified where feasible, as first detailed in Section 3.11.4.3, and restated in Section 3.11.5.1. Mitigation for roadway links was determined to be infeasible. The General Plan 2025 recognizes these CMP roadway links as locations that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable..</i></p> <p><i>This Issue will have <b>significant and</b></i></p>	<p><b><u>Issue 1 – Circulation System Construction Traffic</u></b> N/A</p> <p><b><u>Issue 1 – Circulation System Potential Cut-through Traffic</u></b> N/A</p> <p><b><u>Issue 2 – Conflict with Congestion Management Programs</u></b>  <b>S2-CMP-1:</b> Scenario 2 would have no impact on CMP intersections in 2011; and would have a significant and unavoidable impact on two CMP intersections in 2035. This scenario would have a significant and unavoidable impact on one CMP roadway link in 2011 and three CMP roadway links in 2035. Impacts would be significant.</p> <p><i>Mitigation for impacts to intersections (including along CMP roadways) has been identified where feasible, as first detailed in Section 3.11.4.3, and restated in Section 3.11.5.1. Mitigation for roadway links was determined to be infeasible. The General Plan 2025 recognizes these CMP roadway links as locations that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable</i></p>	<p>1. Victoria Avenue east of Washington Street 10. Washington Street south of Victoria Avenue 26. Mary Street north of Lincoln Avenue</p> <p><i>As stated in the General Plan 2025, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation. Therefore, no mitigation has been identified as it has been determined to be infeasible.</i></p> <p><i>These links have <b>significant and unavoidable impacts.</b></i></p> <p>Table S-1, Pages S-30 – S-32 <b><u>Issue 1 – Circulation System Construction Traffic</u></b> N/A</p> <p><b><u>Issue 1 – Circulation System Potential Cut-through Traffic</u></b> N/A</p> <p><b><u>Issue 2 – Conflict with Congestion Management Programs</u></b>  <b>S3-CMP-1:</b> With mitigation incorporated, Scenario 3 would have a less than significant impact on one CMP intersection in 2011 and 2035; and would have a significant and unavoidable impact on one CMP intersection in 2035. This scenario would have a significant and unavoidable impact on one CMP roadway link in 2011 and two CMP roadway links in 2035. Impacts would be significant</p> <p><i>Mitigation for impacts to intersections (including along CMP roadways) has been identified where feasible, as first detailed in Section 3.11.4.3, and restated in Section 3.11.5.1. Mitigation for roadway links was determined to be infeasible. The General Plan 2025 recognizes these CMP roadway links as locations that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would</i></p>	<p><b><u>Issue 1 – Circulation System Construction Traffic</u></b> N/A</p> <p><b><u>Issue 1 – Circulation System Potential Cut-through Traffic</u></b> N/A</p> <p><b><u>Issue 2 – Conflict with Congestion Management Programs</u></b>  <b>S4-CMP-1:</b> All of the scenarios associated with the Project would have a <b>significant and unavoidable impact</b> on CMP roadways, including intersections and links. Mitigation for impacts to intersections (including along CMP roadways) has been identified where feasible.</p> <p><i>Mitigation for impacts to intersections (including along CMP roadways) has been identified where feasible, as first detailed in Section 3.11.4.3, and restated in Section 3.11.5.1. Mitigation for roadway links was determined to be infeasible. The General Plan 2025 recognizes these CMP roadway links as locations that may operate at LOS E-F (see also Table 3.11-7), and would not be improved to accommodate regional traffic. Therefore, no mitigation has been identified as it has been determined to be infeasible. Impacts would remain significant and unavoidable.</i></p>	<p><b><u>Issue 1 – Circulation System Construction Traffic</u></b> N/A</p> <p><b><u>Issue 1 – Circulation System Potential Cut-through Traffic</u></b> N/A</p> <p><b><u>Issue 2 – Conflict with Congestion Management Programs</u></b> N/A</p>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><b>unavoidable impacts.</b></p> <p>Table S-1, Page S-14</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p><b>Issue 3 – Emergency Access</b>  <b>S1-ES-1:</b> Under Scenario 1, both Crystal View Terrace and Green Orchard Place gates would remain in place and be closed and locked. The locked gates add 30–60 seconds to the already excessive emergency response times, as identified by the police and fire departments. Because Scenario 1 would keep the gates closed, thus adding a physical barrier to emergency access, impacts would be considered <b>significant and would require mitigation.</b></p> <p><i>See mitigation measure MM-S1-ES-1 that will make this Issue less than significant with mitigation.</i></p> <p>Table S-1, Page S-14</p> <p><b>Issue 4 – Traffic Hazards</b>  N/A</p> <p><b>Issue 5 – Conflict with Alternate Transportation Policies</b>  N/A</p>	<p><i>This Issue will have significant and unavoidable impacts.</i></p> <p>Table S-1, Page S-19</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p><b>Issue 3 – Emergency Access</b>  N/A</p> <p><b>Issue 4 – Traffic Hazards</b>  N/A</p> <p><b>Issue 5 – Conflict with Alternate Transportation Policies</b>  N/A</p>	<p><i>remain significant and unavoidable</i>  <i>This Issue will have significant and unavoidable impacts.</i></p> <p>Table S-1, Page S-32</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p><b>Issue 3 – Emergency Access</b>  N/A</p> <p><b>Issue 4 – Traffic Hazards</b>  N/A</p> <p><b>Issue 5 – Conflict with Alternate Transportation Policies</b>  N/A</p>	<p><i>This Issue will have significant and unavoidable impacts.</i></p> <p>Table S-1, Page S-49</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p><b>Issue 3 – Emergency Access</b>  N/A</p> <p><b>Issue 4 – Traffic Hazards</b>  N/A</p> <p><b>Issue 5 – Conflict with Alternate Transportation Policies</b>  N/A</p>	<p><b>Issue 3 – Emergency Access</b>  N/A</p> <p><b>Issue 4 – Traffic Hazards</b>  N/A</p> <p><b>Issue 5 – Conflict with Alternate Transportation Policies</b>  N/A</p>
Needed Mitigation Measures	<p><b>Issue 1 – Circulation System</b>  <u>City of Riverside Significance Criteria</u>  <u>Year 2011 – Gates Closed</u>  N/A</p>	<p><b>Issue 1 – Circulation System</b>  <u>City of Riverside Significance Criteria</u>  <u>Year 2011 – Gates Closed</u></p> <p><u>Intersections</u></p> <p><b>MM-S2-INT-:1</b></p> <ul style="list-style-type: none"> <li>• Signalize the intersection, include split phasing</li> </ul> <p>Table S-1, Page S-16</p>	<p><b>Issue 1 – Circulation System</b>  <u>City of Riverside Significance Criteria</u>  <u>Year 2011 – Gates Closed</u></p> <p><u>Intersections</u></p> <p><b>MM-S3-INT-1:</b></p> <ul style="list-style-type: none"> <li>• Add a southbound right turn lane from Alessandro Boulevard to Overlook Parkway</li> <li>• Reconfigure the eastbound approach on Overlook Parkway to one left-through lane and two right-turn lanes.</li> <li>• Modify signal operations.</li> </ul> <p>Table S-1, Page S-25</p>	<p><b>Issue 1 – Circulation System</b>  <u>City of Riverside Significance Criteria</u>  <u>Year 2011 – Gates Closed</u></p> <p><u>Intersections</u></p> <p><b>MM-S4-INT-1:</b></p> <ul style="list-style-type: none"> <li>• Signalize intersection, include split phasing.</li> <li>• Modify northbound and southbound lane configurations to have two through lanes. Northbound lanes taper back to one lane north of intersection.</li> </ul> <p><b>MM-S4-INT-2:</b></p> <ul style="list-style-type: none"> <li>• Add a southbound right turn lane from Alessandro Boulevard to Overlook Parkway</li> <li>• Reconfigure the eastbound approach on Overlook Parkway to one left-through lane</li> </ul>	<p><b>Issue 1 – Circulation System</b>  <u>City of Riverside Significance Criteria</u>  <u>Year 2011 – Gates Closed</u>  N/A</p>

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><u>Year 2011 – Gates Open</u> N/A</p> <p><u>Year 2035 – Gates Closed</u> N/A</p>	<p><u>Year 2011 – Gates Open</u> N/A</p> <p><u>Year 2035 – Gates Closed</u></p> <p><u>Intersections</u></p> <p><b>MM-S2-INT-2:</b></p> <ul style="list-style-type: none"> <li>• Add a westbound right turn lane on Indiana Avenue</li> <li>• Add overlap phasing to the traffic signal</li> </ul> <p><b>MM-S2-INT-3:</b></p> <ul style="list-style-type: none"> <li>• Signalize the intersection</li> <li>• Include split phasing</li> <li>• Include overlap phasing</li> </ul> <p><b>MM-S2-INT-4:</b></p> <ul style="list-style-type: none"> <li>• Add separate left turn lanes on Washington Street in both directions</li> <li>• Add a separate right turn lane on eastbound Lincoln Avenue</li> </ul> <p><b>MM-S2-INT-5:</b></p> <ul style="list-style-type: none"> <li>• Add an additional southbound through lane on Washington Street</li> <li>• Signalize the intersection, with split phasing</li> </ul> <p><b>Implementation of this measure would not fully reduce impacts.</b></p> <p><b>MM-S2-INT-6:</b></p> <ul style="list-style-type: none"> <li>• Add a westbound right turn lane on</li> </ul>	<p><u>Year 2011 – Gates Open</u></p> <p><u>Intersections</u></p> <p>See <b>MM-S3-INT-1</b></p> <p>Table S-1, Pages S-26 – S-27</p> <p><u>Year 2035 – Gates Closed</u></p> <p><u>Intersections</u></p> <p><b>MM-S3-INT-2:</b></p> <ul style="list-style-type: none"> <li>• Add a westbound right turn lane on Indiana Avenue</li> <li>• Add overlap phasing to the traffic signal</li> </ul> <p><b>MM-S3-INT-3:</b></p> <ul style="list-style-type: none"> <li>• Signalize the intersection</li> <li>• Include split phasing</li> <li>• Include overlap phasing</li> </ul> <p><b>MM-S3-INT-4:</b></p> <ul style="list-style-type: none"> <li>• Add separate left turn lanes on Washington Street in both directions</li> <li>• Add a separate right turn lane on eastbound Lincoln Avenue</li> </ul> <p><b>MM-S3-INT-5:</b></p> <ul style="list-style-type: none"> <li>• Add separate left turn lanes on Victoria Avenue in both directions</li> <li>• Signalize the intersection</li> </ul> <p><b>Implementation of this measure would not fully reduce impacts.</b></p> <p><b>MM-S3-INT-6:</b></p> <ul style="list-style-type: none"> <li>• Add an additional southbound left turn lane</li> </ul>	<p>and two right-turn lanes</p> <ul style="list-style-type: none"> <li>• Modify signal operations</li> </ul> <p><b>MM-S4-INT-3:</b></p> <ul style="list-style-type: none"> <li>• Modify intersection to a four-way stop.</li> </ul> <p><b>MM-S4-INT-4:</b></p> <ul style="list-style-type: none"> <li>• Modify intersection to a four-way stop.</li> </ul> <p>Table S-1, Pages S-43 – S-44 <u>Year 2011 – Gates Open</u></p> <p><u>Intersections</u></p> <p>See <b>MM-S4-INT-1</b></p> <p>See <b>MM-S4-INT-2</b></p> <p>See <b>MM-S4-INT-3</b></p> <p>See <b>MM-S4-INT-4</b></p> <p>Table S-1, Pages S-44 – S-45 <u>Year 2035 – Gates Closed</u></p> <p><u>Intersections</u></p> <p><b>MM-S4-INT-5:</b></p> <ul style="list-style-type: none"> <li>• Add a westbound right turn lane on Indiana Avenue</li> <li>• Add overlap phasing to the traffic signal</li> </ul> <p><b>MM-S4-INT-6:</b></p> <ul style="list-style-type: none"> <li>• Add a southbound right turn lane on Madison Street</li> </ul> <p><b>MM-S4-INT-7:</b></p> <ul style="list-style-type: none"> <li>• Signalize intersection</li> <li>• Add split phasing to the signal</li> <li>• Add a separate eastbound right turn lane, by paving the existing 2 foot shoulder for approximately 100 feet.</li> </ul> <p><b>However, this measure would not fully reduce impacts.</b></p> <p><b>MM-S4-INT-8:</b></p> <ul style="list-style-type: none"> <li>• Add a second southbound through lane</li> <li>• Signalize the intersection</li> <li>• Add split phasing to the signal.</li> </ul> <p><b>However, this measure would not fully reduce impacts.</b></p>	<p><u>Year 2011 – Gates Closed</u> N/A</p> <p><u>Year 2035 – Gates Closed</u> N/A</p>

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><i>Year 2035 – Gates Open</i></p> <p><u>Intersections</u></p> <p><b>MM-S1-INT-1:</b></p> <ul style="list-style-type: none"> <li>• Add separate left turn lanes on Washington Street in both directions</li> <li>• Add a separate right turn lane on eastbound Lincoln Avenue</li> </ul> <p><b>MM-S1-INT-2:</b></p> <ul style="list-style-type: none"> <li>• Add separate left turn lanes on Victoria Avenue in both directions</li> </ul>	<p>Arlington Avenue</p> <ul style="list-style-type: none"> <li>• Add overlap phasing to the traffic signal</li> </ul> <p><b>MM-S2-INT-7:</b> No feasible mitigation measure was identified.</p> <p><b>MM-S2-INT-8:</b> Add a separate right turn lane on westbound John F. Kennedy Drive</p> <p>Table S-1, Pages S-16 – S-18</p> <p><i>Year 2035 – Gates Open</i></p> <p>N/A</p>	<p>on Washington Street.</p> <ul style="list-style-type: none"> <li>• Modify the westbound approach on Overlook Parkway to have one left turn lane and two right turn lanes.</li> <li>• Add overlap phasing to the traffic signal</li> </ul> <p><b>MM-S3-INT-7:</b></p> <ul style="list-style-type: none"> <li>• Add a westbound right turn lane on Arlington Avenue</li> <li>• Add overlap phasing to the traffic signal</li> </ul> <p><b>MM-S3-INT-8:</b></p> <ul style="list-style-type: none"> <li>• Signalize the intersection.</li> </ul> <p><b>MM-S3-INT-9:</b></p> <ul style="list-style-type: none"> <li>• Signalize the intersection.</li> </ul> <p><b>MM-S3-INT-10:</b></p> <ul style="list-style-type: none"> <li>• Add a separate right turn lane on westbound John F. Kennedy Drive</li> </ul> <p><b>MM-S3-INT-11:</b></p> <ul style="list-style-type: none"> <li>• Signalize the intersection.</li> </ul> <p><b>MM-S3-INT-12:</b> Signalize the intersection.</p> <p>Table S-1, Pages S-27 – S-29</p> <p><i>Year 2035 – Gates Open</i></p> <p><u>Intersections</u></p> <p>See MM-S3-INT-2</p> <p>See MM-S3-INT-3</p> <p>See MM-S3-INT-4</p> <p>See MM-S3-INT-5; however this mitigation measure would not fully mitigate the impact.</p>	<p><b>MM-S4-INT-9:</b></p> <ul style="list-style-type: none"> <li>• Add an additional southbound left turn lane on Washington Street.</li> <li>• Modify the westbound approach on Overlook Parkway to have one left turn lane and two right turn lanes.</li> <li>• Add overlap phasing to the traffic signal</li> </ul> <p><b>MM-S4-INT-10:</b></p> <ul style="list-style-type: none"> <li>• Signalize the intersection.</li> </ul> <p><b>MM-S4-INT-11:</b></p> <ul style="list-style-type: none"> <li>• Signalize the intersection.</li> </ul> <p><b>MM-S4-INT-12:</b></p> <ul style="list-style-type: none"> <li>• Add a separate right turn lane on westbound John F. Kennedy Drive</li> </ul> <p><b>MM-S4-INT-13:</b></p> <ul style="list-style-type: none"> <li>• Signalize the intersection.</li> </ul> <p><b>MM-S4-INT-14:</b></p> <ul style="list-style-type: none"> <li>• Signalize the intersection.</li> </ul> <p><u>Links</u></p> <p><b>MM-S4-LINK-6 and MM-S4-LINK-7</b> As stated in the General Plan 2025, the City has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation. Therefore, no mitigation has been identified as it has been determined to be infeasible.</p> <p>Table S-1, Pages S-45 – S-47</p> <p><i>Year 2035 – Gates Open</i></p> <p><u>Intersections</u></p> <p>See MM-S4-INT-6</p> <p>See MM-S4-INT-7; however, measure would not fully reduce impacts.</p> <p>See MM-S4-INT-9</p> <p>See MM-S4-INT-10</p>	<p><i>Year 2035 – Gates Open</i></p>

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<ul style="list-style-type: none"> <li>Signalize the intersection</li> </ul> <p><b>Implementation of this measure would not fully reduce impacts.</b></p> <p><b>MM-S1-INT-3:</b></p> <ul style="list-style-type: none"> <li>Add a separate eastbound right turn lane on Bradley Street</li> </ul> <p>Table S-1, Pages S-12 – S-13</p> <p><i>Issue 1 – Circulation System <u>Construction Traffic</u></i> N/A</p> <p><i>Issue 1 – Circulation System <u>Potential Cut-through Traffic</u></i> N/A</p> <p><i>Issue 2 – Conflict with Congestion Management Programs</i> N/A</p> <p><i>Issue 3 – Emergency Access</i> <b>MM-S1-ES-1:</b> The permanent gates shall be automated so that no person, except for emergency and authorized City personnel, can open or disable the gates. Emergency personnel, such as the Police Department and Fire Department, shall be provided with electronic devices that would quickly open the gates in case of an emergency. Options for achieving this could include the installation of motorized gates with infrared signaling device switches. This option would require electrical power to be provided at the gate location. The gates shall be designed in consultation with the Police and Fire Departments. The final design of the automated gates shall be approved by the Director of the Public Works. The gates shall also be inspected monthly by Public Works personnel to ensure that they are not being tampered with or opened illegally.</p> <p>Table S-1, Page S-14</p> <p><i>Issue 4 – Traffic Hazards</i> N/A</p> <p><i>Issue 5 – Conflict with Alternate Transportation Policies</i> N/A</p>	<p><i>Issue 1 – Circulation System <u>Construction Traffic</u></i> N/A</p> <p><i>Issue 1 – Circulation System <u>Potential Cut-through Traffic</u></i> N/A</p> <p><i>Issue 2 – Conflict with Congestion Management Programs</i> N/A</p> <p><i>Issue 3 – Emergency Access</i> N/A</p> <p><i>Issue 4 – Traffic Hazards</i> N/A</p> <p><i>Issue 5 – Conflict with Alternate Transportation Policies</i> N/A</p>	<p>See MM-S3-INT-6</p> <p>See MM-S3-INT-8</p> <p>See MM-S3-INT-9</p> <p>See MM-S3-INT-11</p> <p>See MM-S3-INT-12</p> <p>Table S-1, Pages S-30 – S-32</p> <p><i>Issue 1 – Circulation System <u>Construction Traffic</u></i> N/A</p> <p><i>Issue 1 – Circulation System <u>Potential Cut-through Traffic</u></i> N/A</p> <p><i>Issue 2 – Conflict with Congestion Management Programs</i> N/A</p> <p><i>Issue 3 – Emergency Access</i> N/A</p> <p><i>Issue 4 – Traffic Hazards</i> N/A</p> <p><i>Issue 5 – Conflict with Alternate Transportation Policies</i> N/A</p>	<p>See MM-S4-INT-11</p> <p>See MM-S4-INT-13</p> <p>See MM-S4-INT-14</p> <p>Table S-1, Pages S-47 – S-49</p> <p><i>Issue 1 – Circulation System <u>Construction Traffic</u></i> N/A</p> <p><i>Issue 1 – Circulation System <u>Potential Cut-through Traffic</u></i> N/A</p> <p><i>Issue 2 – Conflict with Congestion Management Programs</i> N/A</p> <p><i>Issue 3 – Emergency Access</i> N/A</p> <p><i>Issue 4 – Traffic Hazards</i> N/A</p> <p><i>Issue 5 – Conflict with Alternate Transportation Policies</i> N/A</p>	<p><i>Issue 1 – Circulation System <u>Construction Traffic</u></i> N/A</p> <p><i>Issue 1 – Circulation System <u>Potential Cut-through Traffic</u></i> N/A</p> <p><i>Issue 2 – Conflict with Congestion Management Programs</i> N/A</p> <p><i>Issue 3 – Emergency Access</i> N/A</p> <p><i>Issue 4 – Traffic Hazards</i> N/A</p> <p><i>Issue 5 – Conflict with Alternate Transportation Policies</i> N/A</p>
Significant Impacts That Cannot be Mitigated	<p><i>Issue 1 – Circulation System <u>City of Riverside Significance Criteria Year 2011 – Gates Closed</u></i> N/A</p>	<p><i>Issue 1 – Circulation System <u>City of Riverside Significance Criteria Year 2011 – Gates Closed</u></i> Implementation of mitigation at one intersection would reduce impacts to less than significant. Mitigation was determined to be</p>	<p><i>Issue 1 – Circulation System <u>City of Riverside Significance Criteria Year 2011 – Gates Closed</u></i> Implementation of mitigation at one intersection would reduce impacts to less than significant. Mitigation was determined to be</p>	<p><i>Issue 1 – Circulation System <u>City of Riverside Significance Criteria Year 2011 – Gates Closed</u></i> Implementation of mitigation at five intersection would reduce impacts to less than significant. Mitigation was determined to be</p>	<p><i>Issue 1 – Circulation System <u>City of Riverside Significance Criteria Year 2011 – Gates Closed</u></i> N/A – Section 3.11.4.4, Page 3.11-142 <b>This will be corrected to read as noted here in</b></p>

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR**

**Summary of Scenario Impacts**

EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<p><u>Year 2011 – Gates Open</u> No impacts were identified at any intersections. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain <b>significant and unavoidable</b>. – Section 3.11.4.4, Page 3.11-142</p> <p><u>Year 2035 – Gates Closed</u> N/A</p> <p><u>Year 2035 – Gates Open</u> This scenario has a significant impact at five intersections. Implementation of mitigation at two intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at one intersection. Mitigation was determined to be infeasible at two intersections. Therefore, a significant impact would remain at four intersections. In addition, mitigation was determined to be infeasible at eight impacted roadway links. Impacts would be <b>significant and unavoidable</b>. – Section 3.11.4.4, Page 3.11-156</p> <p><u>Issue 1 – Circulation System Construction Traffic</u> N/A</p> <p><u>Issue 1 – Circulation System Potential Cut-through Traffic</u> N/A</p> <p><u>Issue 2 – Conflict with Congestion</u></p>	<p>infeasible at one impacted roadway link. Therefore, impacts would remain <b>significant and unavoidable</b>. – Section 3.11.4.4, Page 3.11-142</p> <p><u>Year 2011 – Gates Open</u> N/A</p> <p><u>Year 2035 – Gates Closed</u> This scenario has a significant impact at 12 intersections. Implementation of mitigation at six intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at two intersections. Mitigation was determined to be infeasible at four intersections. Therefore, a significant impact would remain at six intersections. In addition, mitigation was determined to be infeasible at six impacted roadway links. Impacts would be <b>significant and unavoidable</b>. – Section 3.11.4.4, Page 3.11-155</p> <p><u>Year 2035 – Gates Open</u> N/A</p> <p><u>Issue 1 – Circulation System Construction Traffic</u> N/A</p> <p><u>Issue 1 – Circulation System Potential Cut-through Traffic</u> N/A</p> <p><u>Issue 2 – Conflict with Congestion</u></p>	<p>infeasible at one impacted roadway link. Therefore, impacts would remain <b>significant and unavoidable</b>. – Section 3.11.4.4, Page 3.11-142</p> <p><u>Year 2011 – Gates Open</u> Implementation of mitigation at one intersection would reduce impacts to less than significant. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain <b>significant and unavoidable</b>. – Section 3.11.4.4, Page 3.11-155</p> <p><u>Year 2035 – Gates Closed</u> This scenario has a significant impact at 16 intersections. Implementation of mitigation at 11 intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at two intersections. Mitigation was determined to be infeasible at three intersections. Therefore, a significant impact would remain at five intersections. In addition, mitigation was determined to be infeasible at five impacted roadway links. Impacts would be <b>significant and unavoidable</b>. – Section 3.11.4.4, Page 3.11-156</p> <p><u>Year 2035 – Gates Open</u> This scenario has a significant impact at 14 intersections. Implementation of mitigation at nine intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at two intersections. Mitigation was determined to be infeasible at three intersections. Therefore, a significant impact would remain at five intersections. In addition, mitigation was determined to be infeasible at five impacted roadway links. Impacts would be <b>significant and unavoidable</b>. – Section 3.11.4.4, Page 3.11-156</p> <p><u>Issue 1 – Circulation System Construction Traffic</u> N/A</p> <p><u>Issue 1 – Circulation System Potential Cut-through Traffic</u> N/A</p> <p><u>Issue 2 – Conflict with Congestion</u></p>	<p>infeasible at one impacted roadway link. Therefore, impacts would remain <b>significant and unavoidable</b>. – Section 3.11.4.4, Page 3.11-142</p> <p><u>Year 2011 – Gates Open</u> Implementation of mitigation at five intersections would reduce all impacts to less than significant. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain <b>significant and unavoidable</b>. – Section 3.11.4.4, Page 3.11-155</p> <p><u>Year 2035 – Gates Closed</u> This scenario has a significant impact at 12 intersections. Implementation of mitigation at eight intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at three intersections. Mitigation was determined to be infeasible at one intersection. Therefore, a significant impact would remain at four intersections. In addition, mitigation was determined to be infeasible at five impacted roadway links. Impacts would be <b>significant and unavoidable</b>. – Section 3.11.4.4, Page 3.11-156</p> <p><u>Year 2035 – Gates Open</u> This scenario has a significant impact at nine intersections. Implementation of mitigation at six intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at two intersections. Mitigation was determined to be infeasible at one intersection. In addition, mitigation was determined to be infeasible at five impacted roadway links. Therefore, a significant impact would remain at three intersections. Impacts would be <b>significant and unavoidable</b>. – Section 3.11.4.4, Page 3.11-156</p> <p><u>Issue 1 – Circulation System Construction Traffic</u> N/A</p> <p><u>Issue 1 – Circulation System Potential Cut-through Traffic</u> N/A</p> <p><u>Issue 2 – Conflict with Congestion</u></p>	<p>the Final EIR Errata.</p> <p><u>Year 2011 – Gates Open</u> N/A – Section 3.11.4.4, Page 3.11-155</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p><u>Year 2035 – Gates Closed</u> N/A – Section 3.11.4.4, Page 3.11-156</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p><u>Year 2035 – Gates Open</u> N/A – Section 3.11.4.4, Page 3.11-157</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p><u>Issue 1 – Circulation System Construction Traffic</u> N/A</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p><u>Issue 1 – Circulation System Potential Cut-through Traffic</u> N/A</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p><u>Issue 2 – Conflict with Congestion</u></p>

**Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR  
Summary of Scenario Impacts**

<b>EIR Section</b>	<b>Scenario 1</b>	<b>Scenario 2</b>	<b>Scenario 3</b>	<b>Scenario 4</b>	<b>Off-Site</b>
	<p><b>Management Programs</b> All scenarios would impact Arlington Avenue and Alessandro Boulevard in 2011 and/or 2035. Because the City would not implement further improvements to accommodate regional traffic on all CMP facilities, mitigation was determined to be infeasible. The Project would have a <b>significant and unavoidable</b> impacts on CMP facilities:</p> <ul style="list-style-type: none"> <li>Scenario 1 would have a <b>significant and unavoidable impact</b> on one CMP roadway link in 2011 and two links in the Year 2035. – Section 3.11.5.4, Page 3.11-162</li> </ul> <p><b>Issue 3 – Emergency Access</b> N/A</p> <p><b>Issue 4 – Traffic Hazards</b> N/A</p> <p><b>Issue 5 – Conflict with Alternate Transportation Policies</b> N/A</p>	<p><b>Management Programs</b> All scenarios would impact Arlington Avenue and Alessandro Boulevard in 2011 and/or 2035. Because the City would not implement further improvements to accommodate regional traffic on all CMP facilities, mitigation was determined to be infeasible. The Project would have a <b>significant and unavoidable</b> impacts on CMP facilities:</p> <ul style="list-style-type: none"> <li>Scenario 2 would have a <b>significant and unavoidable impact</b> on two CMP intersections in 2035, one CMP roadway link in 2011, and three CMP roadway links in 2035. – Section 3.11.5.4, Page 3.11-162</li> </ul> <p><b>Issue 3 – Emergency Access</b> N/A</p> <p><b>Issue 4 – Traffic Hazards</b> N/A</p> <p><b>Issue 5 – Conflict with Alternate Transportation Policies</b> N/A</p>	<p><b>Management Programs</b> All scenarios would impact Arlington Avenue and Alessandro Boulevard in 2011 and/or 2035. Because the City would not implement further improvements to accommodate regional traffic on all CMP facilities, mitigation was determined to be infeasible. The Project would have a <b>significant and unavoidable</b> impacts on CMP facilities:</p> <ul style="list-style-type: none"> <li>Scenario 3 would have a <b>significant and unavoidable impact</b> on one CMP intersection in 2035, one CMP roadway link in 2011, and two CMP roadway links in 2035. – Section 3.11.5.4, Page 3.11-163</li> </ul> <p><b>Issue 3 – Emergency Access</b> N/A</p> <p><b>Issue 4 – Traffic Hazards</b> N/A</p> <p><b>Issue 5 – Conflict with Alternate Transportation Policies</b> N/A</p>	<p><b>Management Programs</b> All scenarios would impact Arlington Avenue and Alessandro Boulevard in 2011 and/or 2035. Because the City would not implement further improvements to accommodate regional traffic on all CMP facilities, mitigation was determined to be infeasible. The Project would have a <b>significant and unavoidable</b> impacts on CMP facilities:</p> <ul style="list-style-type: none"> <li>Scenario 4 would have a <b>significant and unavoidable impact</b> on one CMP intersection in 2035, one CMP roadway link in 2011, and two CMP roadway links in 2035. – Section 3.11.5.4, Page 3.11-163</li> </ul> <p><b>Issue 3 – Emergency Access</b> N/A</p> <p><b>Issue 4 – Traffic Hazards</b> N/A</p> <p><b>Issue 5 – Conflict with Alternate Transportation Policies</b> N/A</p>	<p><b>Management Programs</b> N/A</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p><b>Issue 3 – Emergency Access</b> N/A</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p><b>Issue 4 – Traffic Hazards</b> N/A</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p> <p><b>Issue 5 – Conflict with Alternate Transportation Policies</b> N/A</p> <p>This will be corrected to read as noted here in the Final EIR Errata.</p>
<b>Required SOC's By Scenario and Topic</b>					
Cultural /Historical Resources	<b>Issue 1 – Historical Resources</b> None	<b>Issue 1 Historical Resources</b> None	<b>Issue 1 – Historical Resources</b> None	<b>Issue 1 – Historical Resources</b> Implementation of Mitigation Measure MM-CUL-1 for Scenario 4 would reduce the impact to Victoria avenue, but not to below a level of significance. Therefore impacts to Victoria Avenue are <b>significant and unavoidable</b> . Section 3.4.4.4., Page 3.4-21.  This in in regard to the intersection of Victoria Avenue and Madison Street.	<b>Issue 1 – Historical Resources</b> Implementation of Mitigation Measure MM-CUL-1 for off-site improvement (for all scenarios) would reduce the impact to Victoria Avenue, but not below a level of significance. Therefore, impacts to Victoria Avenue are <b>significant and unavoidable</b> . Section 3.4.4.4, Page 3.4-21.  This is in regard to improvements of other intersections along Victoria Avenue.
Greenhouse Gases	<b>Issue 1 – GHG Emissions</b> Calculations performed for each scenario took into account statewide measures aimed at reducing vehicle GHG emissions (i.e., Pavley and LCFS discussed in Section 3.8.1.3(d) and (e) above). Further reductions in the Project vicinity could only come from additional state and federal measures that would increase vehicle efficiency and would be out of the control of the proposed Project. Therefore,	<b>Issue 1 – GHG Emissions</b> None	<b>Issue 1 – GHG Emissions</b> Calculations performed for each scenario took into account statewide measures aimed at reducing vehicle GHG emissions (i.e., Pavley and LCFS discussed in Section 3.8.1.3(d) and (e) above). Further reductions in the Project vicinity could only come from additional state and federal measures that would increase vehicle efficiency and would be out of the control of the proposed Project. Therefore,	<b>Issue 1 – GHG Emissions</b> None	<b>Issue 1 – GHG Emissions</b> None

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	impacts from Scenarios 1 and 3 would remain <b>significant and unavoidable</b> . – Section 3.8.4.3, Page 3.8-24		impacts from Scenarios 1 and 3 would remain <b>significant and unavoidable</b> . – Section 3.8.4.3, Page 3.8-24		
Land Use & Aesthetics	<p><b>Issue 2 – Plans, Policy or Regulations</b>  <i>Consistency with the City of Riverside General Plan 2025</i>  <u>General Plan Objectives and Policies</u>            All scenarios would be inconsistent with Policy CCM-2.3 in the General Plan 2025 related to traffic flow, specifically maintaining a LOS D or better on certain arterial roadways. In addition, Scenario 4 would result in unacceptable LOS operations along Victoria Avenue, which conflicts with Policy CCM-4.3. With implementation of mitigation measures as defined in Section 3.11, traffic along certain arterial roadways under all four scenarios would continue at unacceptable levels of service (e.g., LOS E or F), and would not be reduced to a level less than significant; therefore, all scenarios would result in <b>significant and unavoidable</b> impacts to land use. – Section 3.9.5.3, Page 3.9-50</p>	<p><b>Issue 2 – Plans, Policy or Regulations</b>  <i>Consistency with the City of Riverside General Plan 2025</i>  <u>General Plan Objectives and Policies</u>            All scenarios would be inconsistent with Policy CCM-2.3 in the General Plan 2025 related to traffic flow, specifically maintaining a LOS D or better on certain arterial roadways. In addition, Scenario 4 would result in unacceptable LOS operations along Victoria Avenue, which conflicts with Policy CCM-4.3. With implementation of mitigation measures as defined in Section 3.11, traffic along certain arterial roadways under all four scenarios would continue at unacceptable levels of service (e.g., LOS E or F), and would not be reduced to a level less than significant; therefore, all scenarios would result in <b>significant and unavoidable</b> impacts to land use. – Section 3.9.5.3, Page 3.9-50</p>	<p><b>Issue 2 – Plans, Policy or Regulations</b>  <i>Consistency with the City of Riverside General Plan 2025</i>  <u>General Plan Objectives and Policies</u>            All scenarios would be inconsistent with Policy CCM-2.3 in the General Plan 2025 related to traffic flow, specifically maintaining a LOS D or better on certain arterial roadways. In addition, Scenario 4 would result in unacceptable LOS operations along Victoria Avenue, which conflicts with Policy CCM-4.3. With implementation of mitigation measures as defined in Section 3.11, traffic along certain arterial roadways under all four scenarios would continue at unacceptable levels of service (e.g., LOS E or F), and would not be reduced to a level less than significant; therefore, all scenarios would result in <b>significant and unavoidable</b> impacts to land use. – Section 3.9.5.3, Page 3.9-50</p>	<p><b>Issue 2 – Plans, Policy or Regulations</b>  <i>Consistency with the City of Riverside General Plan 2025</i>  <u>General Plan Objectives and Policies</u>            All scenarios would be inconsistent with Policy CCM-2.3 in the General Plan 2025 related to traffic flow, specifically maintaining a LOS D or better on certain arterial roadways. In addition, Scenario 4 would result in unacceptable LOS operations along Victoria Avenue, which conflicts with Policy CCM-4.3. With implementation of mitigation measures as defined in Section 3.11, traffic along certain arterial roadways under all four scenarios would continue at unacceptable levels of service (e.g., LOS E or F), and would not be reduced to a level less than significant; therefore, all scenarios would result in <b>significant and unavoidable</b> impacts to land use. – Section 3.9.5.3, Page 3.9-50</p>	<p><b>Issue 2 – Plans, Policy or Regulations</b>  <i>Consistency with the City of Riverside General Plan 2025</i>  <u>General Plan Objectives and Policies</u>            The off-site improvements for all four scenarios were analyzed within the General Plan 2025 consistency table (Appendix H of the DEIR). Because the off-site improvements are limited to developed areas and involve signalization and restriping in existing intersections to improve traffic flow, the off-site improvements would be <b>consistent</b> with General Plan 2025 policies. <b>No impact</b> would occur. – Section 3.9.5.3, Page 3.9-50.</p> <p><a href="#">This change will be made in the Final EIR Errata.</a></p>
Noise	<p><b>Issue 1 – Future Traffic Noise</b>  <u>Existing Roadways</u>  <i>Gates Closed and Open Baseline Comparisons</i>            None</p> <p><b>Issue 1 – Future Traffic Noise</b>  <u>New and Gated Roadways</u>            None</p>	<p><b>Issue 1 – Future Traffic Noise</b>  <u>Existing Roadways</u>  <i>Gates Closed and Open Baseline Comparisons</i>            None</p> <p><b>Issue 1 – Future Traffic Noise</b>  <u>New and Gated Roadways</u>            None</p>	<p><b>Issue 1 – Future Traffic Noise</b>  <u>Existing Roadways</u>  <i>Gates Closed and Open Baseline Comparisons</i>            Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Impacts for both the Gates Closed and Gates Open condition under Scenarios 3 and 4 would remain <b>significant and unavoidable</b>. – Section 3.10.4.3 a, Page 3.10-47</p> <p><b>Issue 1 – Future Traffic Noise</b>  <u>New and Gated Roadways</u>            None</p>	<p><b>Issue 1 – Future Traffic Noise</b>  <u>Existing Roadways</u>  <i>Gates Closed and Open Baseline Comparisons</i>            Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Impacts for both the Gates Closed and Gates Open condition under Scenarios 3 and 4 would remain <b>significant and unavoidable</b>. – Section 3.10.4.3 a, Page 3.10-47</p> <p><b>Issue 1 – Future Traffic Noise</b>  <u>New and Gated Roadways</u>            As discussed above, mitigation is infeasible and this impact under Scenario 4 would remain <b>significant and unavoidable</b>. – Section 3.10.4.3 b, Page 3.10-47</p>	<p><b>Issue 1 – Future Traffic Noise</b>  <u>Existing Roadways</u>  <i>Gates Closed and Open Baseline Comparisons</i>            None</p> <p><b>Issue 1 – Future Traffic Noise</b>  <u>New and Gated Roadways</u>            None</p>
	<b>Issue 2 – Permanent Ambient Noise Increase</b> None	<b>Issue 2 – Permanent Ambient Noise Increase</b> None	<p><b>Issue 2 – Permanent Ambient Noise Increase</b>            Because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Impacts under Scenario 3 would remain <b>significant and unavoidable</b>. – Section 3.10.5.3, Page 3.10-48.</p> <p><a href="#">This will be corrected to read as noted here in the Final EIR Errata.</a></p>	<p><b>Issue 2 – Permanent Ambient Noise Increase</b>            Impacts due to Scenarios 3 and 4 would remain <b>significant and unavoidable</b>. – Section 3.10.5.3, Page 3.10-48.</p> <p><a href="#">This will be corrected to read as noted here in the Final EIR Errata.</a></p>	<b>Issue 2 – Permanent Ambient Noise Increase</b> None
Transportation/Traffic	<p><b>Issue 1 – Circulation System</b>  <u>City of Riverside Significance Criteria</u>  <i>Year 2011 – Gates Closed</i>            None</p>	<p><b>Issue 1 – Circulation System</b>  <u>City of Riverside Significance Criteria</u>  <i>Year 2011 – Gates Closed</i>            Implementation of mitigation at one intersection would reduce impacts to less than</p>	<p><b>Issue 1 – Circulation System</b>  <u>City of Riverside Significance Criteria</u>  <i>Year 2011 – Gates Closed</i>            Implementation of mitigation at one intersection would reduce impacts to less than</p>	<p><b>Issue 1 – Circulation System</b>  <u>City of Riverside Significance Criteria</u>  <i>Year 2011 – Gates Closed</i>            Implementation of mitigation at five intersection would reduce impacts to less than</p>	<p><b>Issue 1 – Circulation System</b>  <u>City of Riverside Significance Criteria</u>  <i>Year 2011 – Gates Closed</i>            N/A – Section 3.11.4.4, Page 3.11-142</p>

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
		significant. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain <b>significant and unavoidable</b> . – Section 3.11.4.4, Page 3.11-142	significant. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain <b>significant and unavoidable</b> . – Section 3.11.4.4, Page 3.11-142	significant. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain <b>significant and unavoidable</b> . – Section 3.11.4.4, Page 3.11-142	This will be corrected to read as noted here in the Final EIR Errata.
	<u>Year 2011 – Gates Open</u> No impacts were identified at any intersections. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain <b>significant and unavoidable</b> . – Section 3.11.4.4, Page 3.11-142	<u>Year 2011 – Gates Open</u> None	<u>Year 2011 – Gates Open</u> Implementation of mitigation at one intersection would reduce impacts to less than significant. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain <b>significant and unavoidable</b> . – Section 3.11.4.4, Page 3.11-155	<u>Year 2011 – Gates Open</u> Implementation of mitigation at five intersections would reduce all impacts to less than significant. Mitigation was determined to be infeasible at one impacted roadway link. Therefore, impacts would remain <b>significant and unavoidable</b> . – Section 3.11.4.4, Page 3.11-155	<u>Year 2011 – Gates Open</u> N/A – Section 3.11.4.4, Page 3.11-155  This will be corrected to read as noted here in the Final EIR Errata.
	<u>Year 2035 – Gates Closed</u> None	<u>Year 2035 – Gates Closed</u> This scenario has a significant impact at 12 intersections. Implementation of mitigation at six intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at two intersections. Mitigation was determined to be infeasible at four intersections. Therefore, a significant impact would remain at six intersections. In addition, mitigation was determined to be infeasible at six impacted roadway links. Impacts would be <b>significant and unavoidable</b> . – Section 3.11.4.4, Page 3.11-155	<u>Year 2035 – Gates Closed</u> This scenario has a significant impact at 16 intersections. Implementation of mitigation at 11 intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at two intersections. Mitigation was determined to be infeasible at three intersections. Therefore, a significant impact would remain at five intersections. In addition, mitigation was determined to be infeasible at five impacted roadway links. Impacts would be <b>significant and unavoidable</b> . – Section 3.11.4.4, Page 3.11-155	<u>Year 2035 – Gates Closed</u> This scenario has a significant impact at 12 intersections. Implementation of mitigation at eight intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at three intersections. Mitigation was determined to be infeasible at one intersection. Therefore, a significant impact would remain at four intersections. In addition, mitigation was determined to be infeasible at five impacted roadway links. Impacts would be <b>significant and unavoidable</b> . – Section 3.11.4.4, Page 3.11-156	<u>Year 2035 – Gates Closed</u> N/A – Section 3.11.4.4, Page 3.11-156  This will be corrected to read as noted here in the Final EIR Errata.
	<u>Year 2035 – Gates Open</u> This scenario has a significant impact at five intersections. Implementation of mitigation at two intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at one intersection. Mitigation was determined to be infeasible at two intersections. Therefore, a significant impact would remain at four intersections. In addition, mitigation was determined to be infeasible at eight impacted roadway links. Impacts would be <b>significant and unavoidable</b> . – Section 3.11.4.4, Page 3.11-156	<u>Year 2035 – Gates Open</u> None	<u>Year 2035 – Gates Open</u> This scenario has a significant impact at 14 intersections. Implementation of mitigation at nine intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at two intersections. Mitigation was determined to be infeasible at three intersections. Therefore, a significant impact would remain at five intersections. In addition, mitigation was determined to be infeasible at five impacted roadway links. Impacts would be <b>significant and unavoidable</b> . – Section 3.11.4.4, Page 3.11-156	<u>Year 2035 – Gates Open</u> This scenario has a significant impact at nine intersections. Implementation of mitigation at six intersections would reduce impacts to less than significant. With mitigation incorporated, impacts would remain significant at two intersections. Mitigation was determined to be infeasible at one intersection. In addition, mitigation was determined to be infeasible at five impacted roadway links. Therefore, a significant impact would remain at three intersections. Impacts would be <b>significant and unavoidable</b> . – Section 3.11.4.4, Page 3.11-156	<u>Year 2035 – Gates Open</u> N/A – Section 3.11.4.4, Page 3.11-157  This will be corrected to read as noted here in the Final EIR Errata.
	<u>Issue 2 – Conflict with Congestion Management Programs</u> All scenarios would impact Arlington Avenue and Alessandro Boulevard in 2011 and/or 2035. Because the City would not implement further improvements to accommodate regional traffic on all CMP facilities, mitigation was determined to be infeasible. The Project would have a <b>significant and unavoidable</b> impacts on CMP facilities: • Scenario 1 would have a <b>significant and</b>	<u>Issue 2 – Conflict with Congestion Management Programs</u> All scenarios would impact Arlington Avenue and Alessandro Boulevard in 2011 and/or 2035. Because the City would not implement further improvements to accommodate regional traffic on all CMP facilities, mitigation was determined to be infeasible. The Project would have a <b>significant and unavoidable</b> impacts on CMP facilities: Scenario 2 would have a <b>significant and unavoidable impact</b> on two CMP	<u>Issue 2 – Conflict with Congestion Management Programs</u> All scenarios would impact Arlington Avenue and Alessandro Boulevard in 2011 and/or 2035. Because the City would not implement further improvements to accommodate regional traffic on all CMP facilities, mitigation was determined to be infeasible. The Project would have a <b>significant and unavoidable</b> impacts on CMP facilities: Scenario 3 would have a <b>significant and unavoidable impact</b> on one CMP intersection	<u>Issue 2 – Conflict with Congestion Management Programs</u> All scenarios would impact Arlington Avenue and Alessandro Boulevard in 2011 and/or 2035. Because the City would not implement further improvements to accommodate regional traffic on all CMP facilities, mitigation was determined to be infeasible. The Project would have a <b>significant and unavoidable</b> impacts on CMP facilities: Scenario 4 would have a <b>significant and unavoidable impact</b> on one CMP intersection	<u>Issue 2 – Conflict with Congestion Management Programs</u> None  This will be corrected to read as noted here in the Final EIR Errata.

Crystal View Terrace/Green Orchard Place/ Overlook Parkway EIR					
Summary of Scenario Impacts					
EIR Section	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Off-Site
	<b>unavoidable impact</b> on one CMP roadway link in 2011 and two links in the Year 2035. – Section 3.11.5.4, Page 3.11-162	intersections in 2035, one CMP roadway link in 2011, and three CMP roadway links in 2035. – Section 3.11.5.4, Page 3.11-162	in 2035, one CMP roadway link in 2011, and two CMP roadway links in 2035. – Section 3.11.5.4, Page 3.11-163	in 2035, one CMP roadway link in 2011, and two CMP roadway links in 2035. – Section 3.11.5.4, Page 3.11-163	

Information in the General Plan 2025 related, but not limited, to this project includes the following:

**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.*

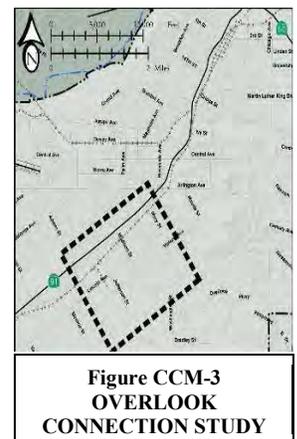
**Policy LU-13.4** – *Ensure that the design and development standards for Victoria Avenue encourage pedestrians, bicyclists and equestrian users in addition to automobiles.*

**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-foot 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 14 of the Staff Report).**