

## Jenkins, Diane

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**From:** Michael Ainsworth <mike.ainsworth@yahoo.com>  
**Sent:** Tuesday, February 26, 2013 4:49 PM  
**To:** Jenkins, Diane  
**Subject:** Draft Overlook EIR Comments  
**Attachments:** Overlook Review - Ainsworth Comments.docx

Diane:

Thanks for the opportunity to provide input on the draft document. Attached are my comments on the Draft EIR. Please send me an email confirming you received the attached file.

Thank you

Michael Ainsworth  
2539 Thayer Court  
Riverside, California 92507

Michael Ainsworth  
2539 Thayer Court  
Riverside, California 92507

Diane Jenkins, AICP, Principal Planner  
City of Riverside, Planning Division  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside, CA 92522  
PHONE: (951) 826-5625  
E-MAIL: DiJenkins@riversideca.gov

Dear Ms. Jenkins:

Below are my comments and recommendations regarding the Draft Overlook Parkway EIR. Generally the document is very comprehensive and well written.

**1. Significance Criteria:**

The Report states: “General Plan 2025 Policy CCM-2.3 identifies maximum LOS allowed for roadway links, but does not identify impact criteria. Impact determination assumptions have been developed with City guidance and are based upon information provided in the TIA Preparation Guide, which states that the roadway link analysis shall be performed by comparing the Average Daily Traffic (ADT) on a link with the “City of Riverside Roadway Capacity” table, which is shown below. Therefore for this study, the project would be considered to cause a significant impact if:

- The project causes a LOS A, B, C or D roadway to fall to LOS E/F;
- The project adds trips to a roadway link projected to operate at LOS E/F.”;

a) The above statement verifies that there is no official policy regarding impact criteria as required by CEQA (see 3.11.3 Significance Determination Thresholds). Therefore, the significance criteria stating that adding trips to a roadway link projected to operate at LOS E/F is a significant impact is not supportable and therefore invalid. Determining whether a traffic increase will result in an impact should be the result of a valid traffic engineering analysis not driven by artificial criteria. This should be a purely technical analysis.

b) Any increase for links operating at LOS E/F? – Very small increases in ADT will not generate significant impacts on traffic congestion. Example - TABLE 3.11-10, EXISTING PLUS PROJECT (2011), SCENARIO 2 COMPARED TO GATES CLOSED BASELINE, ROADWAY LINK ANALYSIS. Alessandro Boulevard is identified as an “impact” with an increase of 224 ADT. This level of increase will not affect LOS and certainly falls within the expected error of a city level transportation model.

2. **Positive Impacts** - Given the new Overlook Parkway connection will redistribute traffic – some roads/intersections will show increases and some will have decreases in traffic. Why aren’t the roads and intersections with decreasing ADTs and improved LOS considered as positive impacts? (see Section 3.11.4.2 Significance of Impacts). If the purpose of the document is to provide

decision makers sufficient information to make an informed decision, both the positive and negative impacts of each scenario need to be highlighted. This Study's methodology of basing recommendations solely on negative transportation impacts biases the comparison between alternatives.

3. **Future Transportation System** - Neither the Traffic Section nor the TIA provide a complete description of the 2035 transportation system and future transportation assumptions ... number of lanes, bus/transit service, TDA, Metrolink, and active transportation. Example – This is especially important in regards to cut-through trips. Travelers from South Riverside County will have access to new Metrolink service from the City of Perris in the future, which will diminish the possibility of regional cut-through trips ... especially in regards to work related trips. Also, new land use policies, improved transit, and active transportation improvements will diminish the need for auto dependent travel in the future ... future travel assumptions should be documented in the Report.
4. **Study Area** - The Traffic Section and TIA should be consistent in referring to the study area. The Reports use multiple terms in referring to the study area: "project vicinity"; "project area". The use of multiple terms to describe the study area is very confusing.
5. **Cut-Through Trips** – This is a key concern and an emotional issue for residents in the affected area. Your definition of cut-through trips is not consistent with the function of an arterial level street. The Report defines a cut-through trip as "new vehicles coming into the project area; these can be attributed to cut-through drivers (drivers who come into the area that did not come to this area before)." The function of an arterial street in the context of this study should be to facilitate intra-city travel, "through traffic" (see below description of an Arterial Street from the Report). Therefore, residence of the City of Riverside traveling on this facility should not be considered cut-through travel. For arterial level streets, cut-through trips should be defined as inter-city travel – travelers who should be on the freeway but short cut onto the arterial system to avoid a congested freeway system.

**"Arterial Streets** carry through traffic and connect to the state highway system with restricted access to abutting properties. They are designed to have the highest traffic carrying capacity in the roadway system with the highest speeds and limited interference with traffic flow by driveways. The largest Arterial Streets in the City are designed to handle a maximum of 65,000 vehicles per day, commonly referred to as average daily traffic (ADT). Some examples of Arterial Streets within the Project vicinity include Alessandro Boulevard, Arlington Avenue, and Overlook Parkway."

FIGURE 3.11-10, FIGURE 3.11-10, FIGURE 3.11-10, FIGURE 3.11-10 are included in Section c. Potential Cut-through Traffic as an indication of cut-through traffic. To associate these maps to cut-through traffic is technically incorrect. The trip differences between a "no-project" and "project" alternative are not a true representation of project trips. Once you add a new facility, traffic throughout the area redistributes until travel times and congestion rebalance. The only

traffic volume that makes any sense as an indication of cut-through travel is the volume for map segment L8 - Alessandro Blvd.

6. **2.0 Project Description - 2.1 Project Overview** - In the Overview, why not include additional information regarding the configuration of Overlook ... see yellow. I had to read many pages (huge report) to find out the facility type and number of lane assumptions for the completed Overlook Parkway. Suggest adding highlighted sentence:

“Scenario 3 – Gates removed, Overlook Parkway connected: Under Scenario 3, the gates at Crystal View Terrace and Green Orchard Place would be removed and Overlook Parkway would be connected over the Alessandro Arroyo.” The resulting Overlook Parkway would be a continuous 4 lane arterial level street between Alessandro Blvd and Washington Street. “This scenario would require a General Plan amendment to remove policies addressing the potential connection route between Washington Street and State Route 91 prior to completing Overlook Parkway across the arroyo.”

7. Active Transportation: There should have been a separate alternative to examine the impacts/benefits of connecting the current two gaps in the Overlook Parkway with an exclusive bike trail and walking path. Note – this would be consistent with the Bike Plan. Given the emerging emphasis and funding availability for non-motorized travel, constructing a bike/walk only facility (no auto/truck access) for these gaps should have been considered and would have provided valuable information to policy makers.

**Andrade, Frances**

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**From:** Elizabeth AlAbbasi <liz@alabbasi.biz>  
**Sent:** Wednesday, February 20, 2013 2:56 PM  
**To:** Jenkins, Diane  
**Subject:** Overlook Parkway

As a resident, my home looks directly over Overlook Parkway. Please do not connect Overlook, but keep the gates open!!

Marwan and Elizabeth AlAbbasi

887 Talcey Terrace  
Riverside 92506

**Andrade, Frances**

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**From:** Allen Brian <allenbrian1949@att.net>  
**Sent:** Monday, January 21, 2013 8:14 AM  
**To:** Jenkins, Diane  
**Subject:** Extension of Overlook

I am very much opposed to the extension of Overlook to Alessandro. Ours is a very quiet and peaceful neighborhood. To extend this road would decrease our property values and take a quiet street and turn it into a very busy and dangerous highway. I built a home in this area primarily for the quiet and peaceful neighborhood, to extend Overlook would destroy that. Our property values have decreased significantly. Please don't add to this problem.

Allen Brian  
721 Bernette Way  
Riverside, Calif. 92506

February 25, 2013

Steve Hayes, City Planner  
City of Riverside, Planning Division  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside, CA 92522



Re: Overlook Parkway Extension

Dear Mr. Hayes:

I am opposed to extending Overlook Parkway.

Please see the attached letter, dated December 13, 2012, I previously submitted to Diane Jenkins, Principal Planner at the City of Riverside Planning Division describing the basis for my opposition to extending Overlook Parkway.

Since that time I have noted the following information to further support my opposition to extending Overlook Parkway.

1) In a Press Enterprise article dated March 9, 2011, it was stated that "In the early 1990s city officials estimated 15,000 to 20,000 cars a day would use the finished parkway". I understand the current estimate is 40,000 cars a day.

In a Press Enterprise article dated February 24, 2013, the traffic section of the draft environmental report studying the potential effects of a proposed warehouse in Moreno Valley "says the Moreno Valley project would generate 71,085 vehicle trips a day, including 14,682 truck trips."

It appears that the current estimate of traffic using the Overlook Parkway extension is grossly understated and the amount of air pollution, noise pollution and traffic congestion is equally understated.

2) As I described in my letter to Diane Jenkins and as is clearly shown in the attached map, I am very concerned about the significant amount of traffic that will use Flemington Rd., the street I reside on, and surrounding neighborhood streets as a cut-through shortcut to Overlook Parkway (the shortcut to the 91 freeway)

In the morning, traffic will turn left on Cannon Rd. and make its way to Overlook Parkway via Flemington Rd. and other surrounding neighborhood streets rather than waiting for the significant traffic congestion to turn left onto Overlook Parkway from Alessandro Blvd. In the evening, traffic will turn right on Sandtrack Rd. and make its way via Flemington Rd and other neighborhood streets to then turn right on Alessandro Blvd. instead of waiting for all the traffic congestion to turn right onto Alessandro Blvd. from Overlook Parkway.

This will create a chaotic and very dangerous traffic condition on our neighborhood streets.

Since my December 13, 2012 letter to Diane Jenkins I have noted that Flemington Rd. and other surrounding neighborhood streets are only 31 ft. wide and that a normal street is 36 ft. wide. It does not appear that a street only 31 ft. wide can safely accommodate two cars parked on opposite sides of the street and at the same time safely accommodate two cars travelling in opposite directions. My original concern of how extending Overlook Parkway will impact our neighborhood streets is now compounded by the fact that our neighborhood streets are not even engineered to accommodate nor do they appear to accommodate the significant increase in traffic that will come with the extension of Overlook Parkway.

Can you imagine the very dangerous and chaotic traffic environment local residents will have to endure as they attempt to negotiate their way through neighborhood streets?

I am opposed to the Overlook Parkway extension due to the overall adverse impact it will have on our general environment and the dramatic and significant adverse impact that it will have on our quiet, peaceful and safe use of Flemington Rd. and surrounding neighborhood streets.

Thank you.

Sincerely,



Anthony Bellanca  
1258 Flemington Rd.  
Riverside, CA. 92506  
(951) 780-0915

cc. Paul Davis, City Council Member - Ward 4

December 13, 2012

Diane Jenkins, AICP, Principal Planner  
City of Riverside, Planning Division  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside, Ca. 92522



Re: Overlook Parkway Extension- the "Shortcut" to the 91 Freeway  
Flemington Rd.- the "Shortcut to the Shortcut"

Dear Ms. Jenkins,

I am opposed to extending Overlook Parkway.

The street we live on (Flemington Rd.) and the neighborhood we live in will be dramatically and significantly adversely impacted by the Overlook Parkway extension.

Many of the 30,000 to 40,000 vehicles estimated to use Alessandro Blvd in the morning headed north-westerly will turn left on Overlook Parkway as a "Shortcut" to the 91 Freeway. Flemington Rd. and the surrounding neighborhood streets will become the "Shortcut to the Shortcut".

This will have a dramatic and significant impact on traffic congestion and air quality for the neighborhoods southerly of the Overlook Parkway and Allesandro Blvd intersection.

As dramatic and significant as this impact will be, a close look at the attached map will reveal an even more startling and hazardous impact on Flemington Rd. and the surrounding neighborhood streets.

They will become the "Shortcut to the Shortcut".

Instead of waiting for all the traffic to turn left from Alessandro Blvd. on to Overlook Parkway, vehicles will turn left on Cannon Rd.. They will then make their way to Overlook Parkway via Flemington Rd. and other neighborhood streets. This will make Flemington Rd. and other neighborhood streets the "Shortcut to the Shortcut".

As serious as this impact is, it will be compounded due to the smaller width of Flemington Rd. and surrounding neighborhood streets especially when cars are parked on both sides of the street. It will make traversing the "Shortcut to the Shortcut" like a "gauntlet run" for two cars travelling in opposite directions to safely negotiate their way.

This same scenario will play out in the evening around quitting time as vehicles make their way headed easterly on Overlook Parkway from the 91 freeway to then turn right on Alessandro Blvd. As you can see on the attached map, vehicles, instead of waiting for all the traffic to turn right from Overlook Parkway on to Alessandro Blvd., will turn right on Sandtrack Rd. and make their way to Allesandro Blvd. via the "Shortcut to the Shortcut"

Can you imagine the hazardous and chaotic traffic environment the local residents will need to deal with as they attempt to use Flemington Rd. and the surrounding neighborhood streets to carry on with their daily lives?

I am opposed to the Overlook Parkway extension due to the dramatic and significant adverse impact that the Overlook Parkway extension will have on our quiet, peaceful and safe use of Flemington Rd, and surrounding neighborhood streets.

Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Anthony Bellanca".

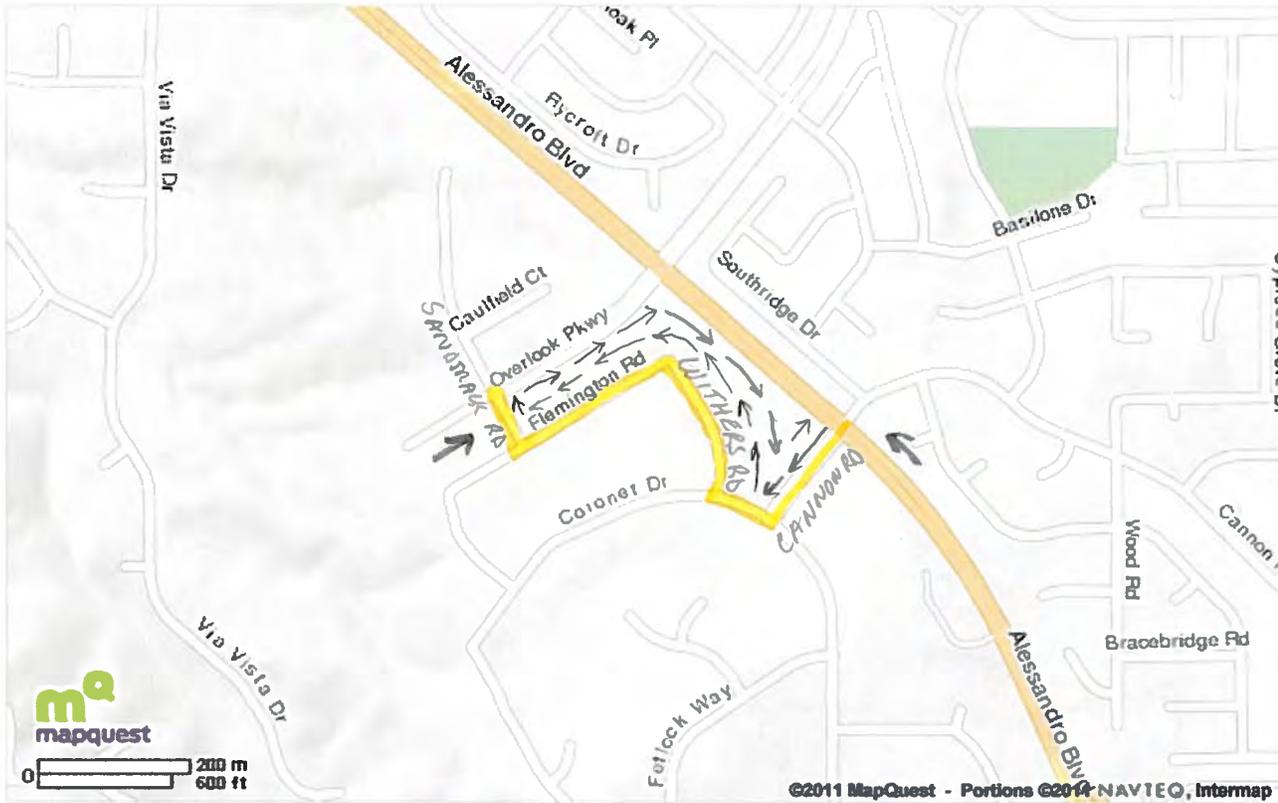
Anthony Bellanca  
1258 Flemington Rd.  
Riverside, Ca. 92506  
(951) 780-0915



Notes

Empty text box for notes.

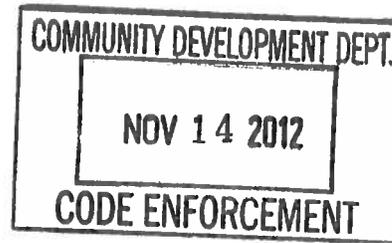
Map of:  
Riverside, CA 92506



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November 6, 2012



City of Riverside  
Community Development Department  
3900 Main St.  
Riverside, Ca. 92522

Re: Overlook Parkway Extension- the "Shortcut" to the 91 Freeway  
Flemington Rd.- the "Shortcut to the Shortcut"

Dear sir or madam,

The street we live on (Flemington Rd.) and the neighborhood we live in will be dramatically and significantly adversely impacted by the Overlook Parkway extension.

Many of the 30,000 to 40,000 vehicles estimated to use Alessandro Blvd in the morning headed westerly will turn left on Overlook Parkway as a "Shortcut" to the 91 Freeway. Flemington Rd. and the surrounding neighborhood streets will become the "Shortcut to the Shortcut".

This will have a dramatic and significant impact on traffic congestion and air quality for the neighborhoods southerly of the Overlook Parkway and Alessandro Blvd intersection.

As dramatic and significant as this impact will be, a close look at the attached map will reveal an even more startling and hazardous impact on Flemington Rd. and the surrounding neighborhood streets.

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As serious as this impact is, it will be compounded due to the smaller width of Flemington Rd. and surrounding neighborhood streets especially when cars are parked on both sides of the street. It will make traversing the "Shortcut to the Shortcut" like a "gauntlet run" for two cars travelling in opposite directions to safely negotiate their way.

This same scenario will play out in the evening around quitting time as vehicles make their way headed northerly on Overlook Parkway from the 91 freeway to then turn right on Alessandro Blvd. As you can see on the attached map, vehicles, instead of waiting for all the traffic to turn right from Overlook Parkway on to Alessandro Blvd., will turn right on Sandtrack Rd. and make their way to Alessandro Blvd. via the "Shortcut to the Shortcut"

Can you imagine the hazardous and chaotic traffic environment the local residents will need to deal with as they attempt to use Flemington Rd. and the surrounding neighborhood streets to carry on with their daily lives?

I respectfully request the environmental review include a review of the dramatic and significant adverse impact that the Overlook Parkway extension will have on our quiet, peaceful and safe use of Flemington Rd, and surrounding neighborhood streets.

Thank you.

Sincerely,

A handwritten signature in black ink that reads "Anthony Bellanca". The signature is written in a cursive style with a large initial 'A'.

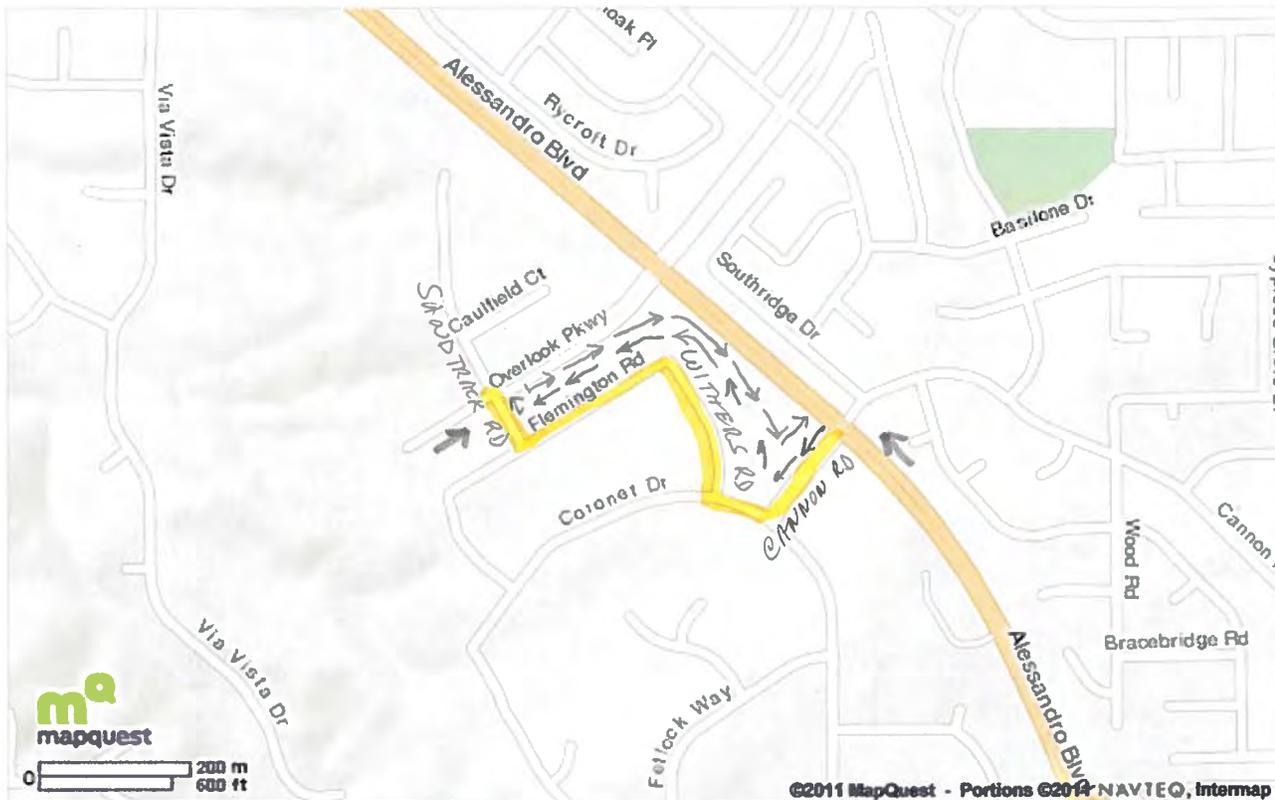
Anthony Bellanca  
1258 Flemington Rd.  
Riverside, Ca. 92506  
(951) 780-0915



Notes

Empty rectangular box for notes.

Map of:  
Riverside, CA 92506



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## Jenkins, Diane

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**From:** jon\_bennett@environmentallogistics.org  
**Sent:** Wednesday, January 16, 2013 6:04 PM  
**To:** Jenkins, Diane  
**Subject:** Draft EIR / Overlook Extension

I am filing my opposition and protest to the proposed extension of Overlook Parkway. I live very close to the proposed extension at (Chateau Ridge Ln & Overlook). I purchased my home off Overlook and intended on retiring in the Haywarden Estates area of Riverside. I have given great thought on how the extension will change the area and have come to the conclusion that if the extension goes forward, I will relocate to a more suitable location. The traffic and noise created by the motoring public cutting across Overlook will forever change the area for the worse. These changes will lower everyone's' property values, increase noise pollution and create dangerous traffic conditions. Visibility events exist each day during sunrise and sunset. Everyone attempting to merge off residential side streets onto Overlook Parkway is blinded by the Sun. Overlook appears to travel east to west. When looking up Overlook in the early morning you are looking straight into the rising sun. This causes great difficulty when identifying motor vehicles headed toward you. The same happens when looking down Overlook at sunset.

In summary, I am against the extension and all of its unintended dire consequences for local residents. As with many local residents, I purchased in this community for specific reasons. This extension will cause adverse affect that far outweigh any benefits for Riverside and the citizens who live here. Thank you in advance. Please keep everyone and I abreast of this potentially damaging situation.

Sincerely,  
Jon Bennett  
Registered Environmental Assessor

## Jenkins, Diane

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**From:** Tam Crop <tamcrop@yahoo.com>  
**Sent:** Wednesday, January 09, 2013 2:24 PM  
**To:** Jenkins, Diane  
**Subject:** Overlook Pkwy Mtg.

Dear Ms. Jenkins,

I have seen the responses to your EIR, and the several options available to be discussed tonight. I am so sorry I won't be able to attend. I have another committment. But I wanted you to be aware of my input. Please consider my opinion. As a 30 year Mary St. resident, I DEFINITELY have an opinion regarding this plan.

I have had 3 accidents in my front yard, one narrowly missing myself and my son. Our neighbors never let our kids play on the sidewalk because of the traffic, they were only allowed to access our homes via the walkways near our front doors and cross each others lawns. I can't even begin to tell you how many other accidents have occurred because of all the traffic.

When I began this journey of addressing the traffic issues on Mary St. some 25 years ago, it first fell on deaf ears. I was told that we did not have a "neighborhood" street because of the length and width.

But I persisted by attending City Council meetings for more than two years straight. Finally with a petition and hundreds of supporter signatures ( and filling the City Hall Chambers to capacity), they did put a stop sign on Frances, reduce the speed limit, and put in those speed humps (which we never wanted).

They also did an EIR report at that time. So basically back in the 80's it was documented that 90% of all traffic coming down Mary st. came from across Overlook Parkway. It was common for me to wait for more than 100 cars to pass before I could even pull out of my driveway in the morning. It was crazy.

The other thing I noted was that families using Mary to commute were on their way to St. Catherine's schools, Victoria Elementary, Washington Elementary, Riverside Christian Day, Gage Middle School and Poly. This amount represents virtually thousands alone. I don't know if anyone still takes that into account but they should.

Traffic is still horrible. Locals call it "the Mary St. freeway". I understand we need to share the street. But we are overburdened enough right now. We do NOT need to add the Moreno Valley burden to our street. The City has not addressed this issue yet. And I don't know how

P11-0050/P12-0220, Exhibit 16

Public Comments

they can. They have created a no win situation.

Back in the day Mary was scheduled as a main artery. But so was Madison; which would have been logical since it takes you straight to the freeway.

I am a lifetime Riverside resident. I realize traffic is an issue all around the city. I am in hopes that there will be a resolution somehow.

I wish I could attend tonight, but I will be awarding one of our local teachers; John Corona from King High an award for History Teacher of the Year from State of California DAR Society.

Please share my information with anyone you like. I HOPE there is another opportunity for me to speak out on this. Do you know if any other workshops will be available? Thanks so much.

Tammie Blackmore  
2547 Mary St., Riverside, Ca 92506  
(951) 333-2605  
[tamcrop@yahoo.com](mailto:tamcrop@yahoo.com)

**Tammie Blackmore**  
**23rd District PTA Consultant,**  
**and Arts Education Chairman**  
**(951) 333-2605**

P11-0050/P12-0220, Exhibit 16  
Public Comments

## Jenkins, Diane

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**From:** Davis, Paul  
**Sent:** Friday, January 11, 2013 10:32 AM  
**To:** Jenkins, Diane  
**Subject:** FW: Overlook meeting

FYI

Paul Davis  
Council Member - Ward 4  
City of Riverside

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**From:** Tam Crop [tamcrop@yahoo.com]  
**Sent:** Wednesday, January 09, 2013 4:35 PM  
**To:** Davis, Paul  
**Subject:** Overlook meeting

Dear Mr. Davis,

I am unable to make tonight's meeting, but wanted you to know my thoughts.

As a 30 year Mary St. resident, I would like to share with you my thoughts regarding the Overlook Parkway EIR and your suggested scenarios.

I have had 3 accidents in my front yard, one narrowly missing myself and my son. Our neighbors never let our kids play on the sidewalk because of the traffic; they were only allowed to access our homes via the walkways near our front doors and cross each other's lawns. I can't even begin to tell you how many other accidents have occurred because of all the traffic.

When I began this journey of addressing the traffic issues on Mary St. some 25 years ago, it first fell on deaf ears. I was told that we did not have a "neighborhood" street because of the length and width.

But I persisted by attending City Council meetings for more than two years straight. Finally with a petition and hundreds of supporter signatures ( and filling the City Hall Chambers to capacity), they did put a stop sign on Frances, reduce the speed limit, and put in those speed humps (which we never wanted).

They also did an EIR report at that time. So basically back in the 80's it was documented that 90% of all traffic coming down Mary St. came from across Overlook Parkway. It was common for me to wait for more than 100 cars to pass before I could even pull out of my driveway in the morning. It continues to be a problem.

P11-0050/P12-0220, Exhibit 16  
Public Comments

The other thing I noted was that families using Mary to commute were on their way to St. Catherine's schools, Victoria Elementary, Washington Elementary, Riverside Christian Day, Gage Middle School and Poly. This amount represents virtually thousands of people. I don't know if anyone still takes that into account but they should. I would be happy to research with the schools to provide you with an exact number

Traffic is still horrible. Locals call it "the Mary St. freeway". I understand we need to share the street. But we are overburdened enough. We do NOT need to add the Moreno Valley burden to our street. The City has not addressed this issue yet. And I don't know how they can. They have created a no win situation.

Back in the day Mary was scheduled as a main artery. But so was Madison; which would have been logical since it takes you straight to the freeway.

I am a lifetime Riverside resident. I realize traffic is an issue all around the city. I am in hopes that there will be a resolution somehow.

Tammie Blackmore  
2547 Mary St. Riverside, CA 92506  
(951) 333-2605  
[tamcrop@yahoo.com](mailto:tamcrop@yahoo.com)

**Tammie Blackmore**  
**23rd District PTA Consultant,**  
**and Arts Education Chairman**  
**(951) 333-2605**

## Andrade, Frances

---

**From:** Rick Bodle <rickity@att.net>  
**Sent:** Wednesday, February 06, 2013 4:04 PM  
**To:** Jenkins, Diane  
**Subject:** Overlook extension

Dear Ms. Jenkins,

We live in Hawarden Summit on Misty View Pl and would like to voice our concerns regarding the possible extension of Overlook. We have lived in this area over 10 years and before that in The Colony, also off of Overlook. We strongly oppose the extension of Overlook which would be a detriment to our entire area. We moved to this area for the peace and quiet and safety it has given us. We hate to think of the traffic, noise and pollution that would be created by this extension and the drop in our property value at a time when we are close to retirement and may need to sell in the future. We shutter to think of the possibility of Overlook becoming another Alessandro Blvd only worse because there will be a huge back up at Washington. We also can't imagine sending all the added traffic through the small community of Casa Blanca.

We hope the concerns of everyone in this area are given strong consideration before a final decision is made that may change our area forever and not for the good!

Thank you,  
Rick and Kathy Bodle

## Jenkins, Diane

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**From:** Sergio Buenrostro <sergio@vistadelmarllc.com>  
**Sent:** Friday, March 01, 2013 11:14 AM  
**To:** Jenkins, Diane  
**Subject:** overlook bridge

Diane,

My name is Sergio Buenrostro and I live on Misty View pl in Riverside, it's been brought to my attention that the Overlook Pkwy bridge is being considered to be build, so we would have traffic going from Washington to Alexandro and having a couple of properties up on overlook really concerns me on the beautiful area where we live!! It will increase the noise, traffic, vandalism and would decrease the value of our properties hope you really consider not building the bridge.

Thank you

**Sergio Buenrostro**

Vistal del Mar

T] 909.974.4480

E] [sergio@vistadelmarllc.com](mailto:sergio@vistadelmarllc.com)

**Bob Buster & Mary Humboldt**  
7407 Dufferin Ave., Riverside, CA 92504-4916

March 1, 2013

Planning Division  
Community Development Department  
City of Riverside  
3900 Main St.  
Riverside, CA 92522



**Re: P11-0050, DEIR for Overlook Parkway Project**

Sir/Madam:

The report fails to recognize and compensate for the dramatic adverse and irrevocable impacts this project (Scenarios 3 and 4) will have on the protected Arlington Heights agricultural greenbelt and historic Victoria Avenue and evades consideration of significant additional impacts on the already burdened Casa Blanca community.

The report trivializes the effect of the project on Prop. R and Measure C by directing huge new volumes of traffic, noise and pollution at the northern edges of the Greenbelt. The project ruins the tranquility of the area forever, damaging agricultural property values and living conditions, and even leaves one of the best remaining Washington navel orange groves at Victoria and Washington stranded without providing any mitigation or replacement.

The DEIR fails to consider the project's destructive and unhealthful impacts on the century-old community of Casa Blanca, which already bears the brunt of continuous noise and pollution from the 91 Freeway and the BNSF railroad. CEQA requires consideration of "environmental justice" in such projects as the Overlook Parkway. The State Attorney General "is particularly concerned that local governments, in permitting new projects, consider potentially significant environmental impacts on communities already burdened with pollution." (AG website). This project is a classic case of needlessly sacrificing a low-income community of color to regional growth, which escaped paying for the freeway capacity it needed for the traffic it caused.

The DEIR's estimate of project traffic is unrealistically low. In 1992 the City projected 20,000 daily vehicles. Since then the city's population has increased 50 percent, the county's by 100 percent.

Sincerely,

Bob Buster & Mary Humboldt

State of California • Department of Justice

OFFICE of the ATTORNEY GENERAL  
KAMALA D. HARRIS

## Environmental Justice

"Environmental Justice" is the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.

The Attorney General is particularly concerned that local governments in permitting new projects, consider potentially significant environmental impacts on communities already burdened with pollution, as required by the California Environmental Quality Act. The Attorney General also continues to lead in the fight against global warming, as a recent state agency report notes, global warming will hit our most vulnerable citizens the hardest.



The Attorney General considers environmental justice in all of her actions and uses the legal tools available to ensure Californians enjoy the benefits of a healthy, safe environment.

**From:** [Hayes, Steve](#)  
**To:** [Jenkins, Diane](#)  
**Subject:** FW: Notice of Ward 4 Community Meeting- Dec 13 @ 6: 00pm - Orange Terrace Community Center  
**Date:** Thursday, December 13, 2012 7:35:20 AM

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Di – here’s the first of a few responses that I am forwarding to you...

Thanks,

**Steve Hayes, AICP**  
**City Planner**  
**City of Riverside Planning Division**  
**3900 Main Street, Riverside, CA 92522**  
**(951) 826-5775**  
**[shayes@RiversideCa.gov](mailto:shayes@RiversideCa.gov)**

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**From:** Paul Davis Ward 4 [mailto:[pauldavisward4@aol.com](mailto:pauldavisward4@aol.com)]  
**Sent:** Wednesday, December 12, 2012 9:52 PM  
**To:** Hayes, Steve  
**Subject:** Fwd: Notice of Ward 4 Community Meeting- Dec 13 @ 6: 00pm - Orange Terrace Community Center

Steve

FYI..responses are starting to flow in. Do I send them all your way?

Paul Davis  
Sent From My iPad

Begin forwarded message:

**From:** <[katie.butcher@att.net](mailto:katie.butcher@att.net)>  
**Date:** December 12, 2012, 7:50:24 PM PST  
**To:** "Council Member Paul Davis" <[pauldavisward4@aol.com](mailto:pauldavisward4@aol.com)>  
**Subject: Re: Notice of Ward 4 Community Meeting- Dec 13 @ 6: 00pm - Orange Terrace Community Center**

Dear Paul

Thanks for your work in consulting with the local community on this again.

We continue to strongly advocate the gates be completely removed, so that communities in Arlington Heights can access the services in the Mission Grove area. For us personally, we live on Kingdom, and Joshua (7) and Eve (5) attend Hawarden School on the opposite side. Shutting the gates would mean taking a long journey around, with consequent environmental and social impact on roads, as well as considerable lost time for my wife who is a part-time working Mom. As

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you will understand, with a young family we are also seriously concerns about the safety aspects of delayed access from emergency services if the gates are shut.

The speed control measure the city has imposed, together with a strong police presence, has also made sure that traffic in the area is now light and at slow speed.

Overall, It seems crazy to lock the gates and to not to make use of the infrastructure that we have! **So we are absolutely opposed to Scenario 1. Scenario 2 seems the most straightforward of the other options.**

Hopefully Katie can attend the meeting; however I am away from home tomorrow and one of the kids is sick, so please accept our apologies if we are not there.

Best Wishes

A

Andy Butcher  
7545 Kingdom Dr  
Riverside CA 92506

**From:** [Council Member Paul Davis](#)  
**Sent:** Wednesday, December 12, 2012 6:01 AM  
**To:** [Katie Butcher](#)  
**Subject:** Notice of Ward 4 Community Meeting- Dec 13 @ 6: 00pm - Orange Terrace Community Center

## Jenkins, Diane

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**From:** katie.butcher@att.net  
**Sent:** Monday, February 25, 2013 7:17 PM  
**To:** Jenkins, Diane  
**Subject:** DRAFT EIR CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT (P11-0050)

Dear Diane

Please find below our written comments on the Draft EIR on the CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY project:

“As we have done for two years, we continue to strongly and actively advocate that the gates on Crystal View and Green Orchard be completely removed, so that communities in Arlington Heights can access the services in the Mission Grove area.

For us personally, we live near the top of Overlook Parkway, and Joshua (7) and Eve (5) attend Hawarden School on the opposite side of the gates. Shutting the gates would mean taking a long journey around, with consequent environmental and social impact on the roads, as well as considerable lost time for my wife who is a part-time working Mom.

As you will understand, with a young family we are also seriously concerned about the safety aspects of delayed access from emergency services if the gates are shut.

The speed control measure the city has imposed, together with a strong police presence, has already made sure that traffic in the area is now light and at slow speed so this is not a concern

Overall, it seems erroneous to lock the gates and to not allow residents use of the infrastructure that we have. **So we are absolutely opposed to Scenario 1. It seems that Scenario 2 is the best option.”**

Thank you for taking the time to consider our comments.

**AWJ Butcher**

## Jenkins, Diane

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**From:** John Cade <[john@cadeconsulting.com](mailto:john@cadeconsulting.com)>  
**Sent:** Sunday, January 06, 2013 9:18 PM  
**To:** Jenkins, Diane  
**Cc:** Davis, Paul; [kathy@cadeconsulting.com](mailto:kathy@cadeconsulting.com)  
**Subject:** Overlook Parkway EIR comments

I attended the Ward 4 update meeting in early December, and I would like to submit these comments and questions regarding the Crystal View Terrace / Green Orchard Place / Overlook Parkway EIR.

From my home, with the gates closed, the nearest fire station is about 4.5 miles and 6-7 minutes away. With gates open, closest fire station is 2.5 miles and 4 minutes away. With Overlook Parkway completed through to Alessandro Blvd, my closest fire station would be less than 2 miles, and about 2-3 minutes away. So I share the concerns expressed by many others regarding the Fire and Police access to our area. I feel that this should be among the highest priorities in the consideration of the Crystal View Terrace / Green Orchard Place / Overlook Parkway decision-making process.

Q: What does the EIR recommend for each scenario to provide quickest fire and police response?

Further, I am in favor of the plan that completes Overlook Parkway through to Alessandro Blvd, without connecting Overlook Parkway to Madison St and the 91 freeway. Doing this would give the residents of Hawarden Hills and Alessandro Heights neighborhoods better access to the 91 and 215 freeways and local Canyon Crest and Mission Grove shopping via Alessandro Blvd, without needing to travel the residential streets Crystal View Terrace, Berry Rd and Via Vista Dr.

Q: Do the EIR findings support this conclusion?

Residents at the western end of Overlook Parkway would likely continue to utilize the residential streets to access Mary St in any of the scenarios. However, completing Overlook Parkway would help reduce traffic on the residential streets leading from Overlook Parkway to Mary St (Hawarden, Orozco, and Gainsborough) because of the availability of the major arterial roadways and more direct freeway access from the eastern end of Overlook Parkway via Alessandro Blvd, Chicago Ave, Central Ave, and Arlington Ave routes.

Q: Does the EIR address the behavioral tendencies for drivers picking the quickest or easiest route versus the shortest route?

Despite my being in favor of this plan, I understand that traffic will increase considerably on Overlook Parkway at both the eastern and western ends, and that additional traffic signals will be required on Overlook Parkway to assist residents attempting to enter Overlook Parkway from their housing tract streets. This would be unavoidable.

Q: Does the EIR address the need for additional traffic signals on Overlook Parkway if completed at the eastern end only?

Leaving the current stop sign bottleneck at Washington/Victoria would discourage using Overlook Parkway as main thoroughfare and freeway bypass. Additional remedies would likely be needed at Washington/Dufferin to create an additional bottleneck and again discourage Overlook Parkway's use as main thoroughfare and freeway bypass.

Q: Does the EIR address Washington/Dufferin and Washington/Victoria use as strategic bottlenecks?

Q: Does the EIR address use of Van Buren Blvd as a freeway bypass as a comparison to what Overlook Parkway might become?

Q: Does the EIR address why commuters would pick Overlook Parkway as a better choice than continuing on Alessandro/Central to the 91 freeway?

I am opposed to connecting Overlook Parkway to Madison St because of the enormous volume of traffic it would supposedly add on Overlook Parkway as a main thoroughfare and freeway bypass to Moreno Valley. I do not believe this was the original intention for Overlook Parkway.

Currently, this section of our city is very difficult to navigate without SOMEONE being impacted. I believe that completing Overlook Parkway through to Alessandro Blvd without connecting the western end to Madison achieves the most benefit with the least impact to residents.

John Cade  
680 Crystal Mountain Circle  
Riverside, CA 92506  
[john@cadeconsulting.com](mailto:john@cadeconsulting.com)

P11-0050/P12-0220, Exhibit 16  
Public Comments

## Jenkins, Diane

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**From:** Vince Carstensen <vcarst@yahoo.com>  
**Sent:** Wednesday, February 27, 2013 7:44 AM  
**To:** Jenkins, Diane  
**Subject:** Crystal View Terrace/Green Orchard Place/Overlook Parkway Project Public Comment

As a submission for public comments on the above referenced project, I would submit a support of Scenario 2 as described in the prepared EIR. As a resident of Riverside for over 40 years, I know both the economics and the politics of Overlook Parkway ever being connected to Alessandro Blvd. are next to impossible. As a person who needs daily access to my elderly parents who live on Whitegate Ave., just off of Overlook, my driving from the Orangecrest area is made much easier and convenient by having the gates on Crystal View Terrace open and that route accessible. Please...don't close off this traffic route! My experience to date shows no problems with excessive traffic happening in the Crystal View/Overlook neighborhood. In essence by maintaining the current situation, with the gates open, those to whom this route is essential will be satisfied, while those opposed from the neighborhood will receive no harm.

More generally, I think the City has a responsibility to provide more traffic options throughout our City in respect to the growth experienced over the last 10 years, with its corresponding traffic congestion. This situation is one example where the City can do right by its citizens.

Thank you.

Vinson Carstensen  
6702 Mission Grove Pkwy. No.  
Riverside, CA 92506  
951-201-2780

725 Mission Creek Drive

Palm Desert, CA 92211

Diane Jenkins, ACIP, Principal Planner

City of Riverside Planning Division

3900 Main Street

Riverside, CA 92522



Re: Draft EIR Overlook Extension

Dear Ms. Jenkins:

Please consider this my letter of opposition to Proposals 3 and 4 which would extend Overlook Parkway from Alessandro through to Washington, and/or to Victoria and Madison. I own several properties which I purchased as an investment for residential development located in close proximity to Overlook Parkway. I carefully chose to invest in this area because of its beauty and solitude. Please do not take these qualities away by extending Overlook Parkway.

Adding the traffic that would be generated by extending Overlook to Alessandro would result in a very serious devaluation of any properties in the area, and seriously impact the quality of life for existing residents. This is a beautiful area which should be preserved for the current and future residents who invested heavily in what they assumed would be a peaceful and quiet enjoyment of the area.

I urge that the Draft EIR not be certified, so that this scenic roadway can be left as is.

Very truly yours,

Ed Chiuminatta

## Jenkins, Diane

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**From:** Craig <Craig@cegca.com>  
**Sent:** Thursday, February 28, 2013 6:31 AM  
**To:** Jenkins, Diane  
**Subject:** Overlook Parkway Extension

Good Morning Diane,

I live at 1362 Rimroad Drive and I am in favor of either Scenario 2 or 1. I don't believe that Washington or Madison will be able to handle the traffic that will be generated by Scenarios 3 or 4.

Thank You,

Craig Cook

Craig Cook  
125 W La Cadena Dr. Suite A  
Riverside, CA 92501  
Cell 951-288-0600  
Office 951-788-8092 ext 103  
Fax 951-788-5184

## Jenkins, Diane

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**From:** Davis, Paul  
**Sent:** Friday, January 11, 2013 10:00 AM  
**To:** Jenkins, Diane  
**Subject:** FW: Overlook

FYI

Paul Davis  
Council Member - Ward 4  
City of Riverside

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**From:** Davis, Paul  
**Sent:** Friday, January 11, 2013 9:52 AM  
**To:** Evelyn Cordner  
**Subject:** RE: Overlook

Ms. Cordner,

Thank you for taking the time to consider this issue and letting me know where you stand. I will pass this along to the City Clerk to include in the comments on the Draft EIR. Another meeting will be held at the Orange Terrace Community Center on Feb 20, 2013. The start time is 6:30pm Hopefully, you will be able to attend. Please let your friends and neighbors know of the additional meeting.

Paul Davis  
Council Member - Ward 4  
City of Riverside

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**From:** Evelyn Cordner [evelyncordner@yahoo.com]  
**Sent:** Friday, January 11, 2013 8:00 AM  
**To:** Davis, Paul  
**Subject:** Overlook

Good Morning Paul.

I want to let you know that I strongly object to the Overlook extension. I am a resident of the old Whitegates subdivision since 1977. This plan would simply destroy our area, Casa Blanca area and surrounding areas including the open spaces we enjoy.

I am cynical enough to know that land developers are behind this. A lot of land surrounding this area would be developed subsequently. Please oppose this plan. The Riverside greenbelt is protected for a reason. Thank you.

Evelyn Cordner  
1380 Tiger Tail Drive  
Riverside, CA 92506  
951 780 8306

**From:** [Daniel McCarthy](#)  
**To:** [Jenkins, Diane](#)  
**Subject:** Crystal View Terrace etc Project P11-0050  
**Date:** Tuesday, December 18, 2012 8:16:21 AM

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Hello, Diana, Thank you for the opportunity to comment. The San Manuel Band of Missions Indians has no comments at this time.

Please update your records and replace Anthony Madrigal's name with mine. I am currently the director and Anthony has recently left employment with the Tribe.

Happy Holidays. //daniel

Daniel McCarthy, MS, RPA  
Director  
Cultural Resources Management Department  
San Manuel Band of Mission Indians  
26569 Community Center Drive  
Highland, CA 92346  
Office: 909 864-8933 x 3248  
Cell: 909 838-4175  
dmccarthy@sanmanuel-nsn.gov

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[The Story](#)[Schedule](#)[Stay Informed](#)[Interesting Local Maps](#)[Documents](#)[City Officials Link](#)[Other Links](#)[Where to Send a protest letter](#)[Please email us with any questions or concerns.](#)

Here are what some of our neighbors are saying about the Overlook Parkway Connection and the gates at Crystal View Terrace.

... thousands and thousands of vehicles...

March 19, 2011

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

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

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

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

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

Sincerely,

Karren Davidson  
Riverside, CA

Cc: Riverside City Clerk, Mayor and City Council

... constant vehicular gridlock...

... destroy one neighborhood in order to ease traffic for another city ...

... objection to bridge on Overlook Parkway...

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Public Comments





## Jenkins, Diane

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**From:** Darleen A DeMason <darleen.demason@ucr.edu>  
**Sent:** Friday, January 11, 2013 12:35 PM  
**To:** Jenkins, Diane  
**Subject:** Overlook Parkway EIR

Dear Ms. Jenkins:

I attended the public hearing on the Overlook Parkway issues at the County Offices on Wednesday, January 9<sup>th</sup>. I did not speak at the event so I am now taking my opportunity to express some opinions. I was very disappointed in the presentation of the Consulting firm. They presented the traffic situation in Riverside in a very "stylized" way as if they obtained **all** their information from documents or computer maps. They showed no personal knowledge or understanding of our city and it's neighborhoods. They even seemed confused about what was in their own report. I would like to have them comment on how they used the following issues in formulating their 4 scenarios:

1. The protections provided to the greenbelt and its main historical artery, Victoria Avenue, as spelled out by Propositions R and C and the fact that Victoria Avenue is a nationally designated historical place on the National Parks registry;
2. Effects on Madison Avenue that consists of many types of land use, including an active vegetable farm at the corner of Victoria to a small Hispanic neighborhood with family homes, two neighborhood churches and a branch library;
3. The fact that two elementary schools and Poly High School are on Victoria Avenue and early morning traffic associated with students driving or being driven to school is already burdened;
4. The fact that a major railway line runs across all streets leading to the 91 freeway and there are no under or overpasses present and that Washington Street has no freeway entrance at all;
5. And finally, Riverside is now in a situation in which improvements in public transportation and new forms of public transportation need to be planned and could such planning provide important alternative to the 4 scenarios suggested that all involve people driving themselves in cars.

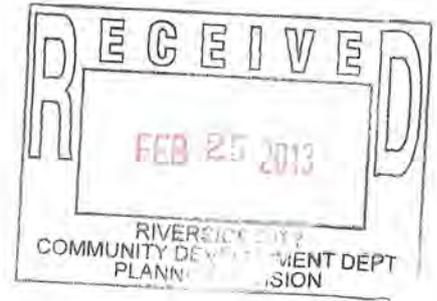
Thank you,

Dr. Darleen A. DeMason  
Professor of Botany  
University of California  
Riverside, CA 92521  
(951)827-3580

*"Do what you feel in your heart to be right - for you'll be criticized anyway. You'll be damned if you do, and damned if you don't."  
-Eleanor Roosevelt*

February 20, 2013

Steve Hayes  
City of Riverside Planning Department  
3900 Main Street  
Riverside, CA 92501



Regarding: Overlook Parkway

Dear Mr. Hayes,

As a resident of a neighborhood immediately adjacent to Overlook Parkway I would like to voice my opposition to the extension of Overlook Parkway. The construction of this expressway will adversely affect the quality of life for all of us living in the Hillcrest, Hawarden, Casa Blanca and Greenbelt areas of Riverside. The citizens of Riverside have worked diligently to preserve these very neighborhoods over the course of the 36 years that I have lived in Riverside and the completion of this road will destroy so much of what our community has worked to achieve.

Please accept this letter of opposition to the proposed extension of Overlook Parkway.

Sincerely,

Betsy Demshki  
2161 Skye Drive  
Riverside, CA 92506

## Jenkins, Diane

---

**From:** Jenkins, Diane  
**Sent:** Wednesday, January 16, 2013 8:00 AM  
**To:** 'Talvin L Dennis'  
**Subject:** RE: Crystal View Terrace

Good Morning Mr. Talvin:

You can view the entire document on-line and download and print what you need from this location:

<http://www.riversideca.gov/planning/eir.asp>

Or you can pick-up (or we will mail to you) a free CD with the documents on it.

If you still want printed documents please have a check made payable to the City of Riverside in the amount of \$305.60 to cover the cost of printing two black and white documents. See below if you want color.

For the DEIR he would need the following files printed:

Table of Contents -- <http://www.riversideca.gov/planning/pdf/eir/toc.pdf> -- 10 pages  
Acronyms -- <http://www.riversideca.gov/planning/pdf/eir/acronyms.pdf> -- 4 pages  
Executive Summary -- <http://www.riversideca.gov/planning/pdf/eir/sum.pdf> -- 52 pages  
1.0 Introduction -- [http://www.riversideca.gov/planning/pdf/eir/1\\_int.pdf](http://www.riversideca.gov/planning/pdf/eir/1_int.pdf) -- 6 pages  
2.0 Project Description -- [http://www.riversideca.gov/planning/pdf/eir/2\\_pd.pdf](http://www.riversideca.gov/planning/pdf/eir/2_pd.pdf) -- 46 pages  
3.0 Environmental Analysis -- [http://www.riversideca.gov/planning/pdf/eir/3.0\\_Environmental\\_Analysis.pdf](http://www.riversideca.gov/planning/pdf/eir/3.0_Environmental_Analysis.pdf) -- 1 page  
    3.1 Agricultural Resources -- [http://www.riversideca.gov/planning/pdf/eir/3.1\\_ag.pdf](http://www.riversideca.gov/planning/pdf/eir/3.1_ag.pdf) -- 17 pages  
    3.2 Air Quality -- [http://www.riversideca.gov/planning/pdf/eir/3.2\\_air.pdf](http://www.riversideca.gov/planning/pdf/eir/3.2_air.pdf) -- 47 pages  
    3.3 Biological Resources -- [http://www.riversideca.gov/planning/pdf/eir/3.3\\_bio.pdf](http://www.riversideca.gov/planning/pdf/eir/3.3_bio.pdf) -- 61 pages  
    3.4 Cultural Resources -- [http://www.riversideca.gov/planning/pdf/eir/3.4\\_arc\\_paleo.pdf](http://www.riversideca.gov/planning/pdf/eir/3.4_arc_paleo.pdf) -- 30 pages  
    3.5 Drainage, Hydrology, and Water Quality -- [http://www.riversideca.gov/planning/pdf/eir/3.5\\_hyd.pdf](http://www.riversideca.gov/planning/pdf/eir/3.5_hyd.pdf) -- 26 pages  
    3.6 Energy -- [http://www.riversideca.gov/planning/pdf/eir/3.6\\_energy.pdf](http://www.riversideca.gov/planning/pdf/eir/3.6_energy.pdf) -- 14 pages  
    3.7 Geology and Soils -- [http://www.riversideca.gov/planning/pdf/eir/3.7\\_geo.pdf](http://www.riversideca.gov/planning/pdf/eir/3.7_geo.pdf) -- 22 pages  
    3.8 Greenhouse Gases -- [http://www.riversideca.gov/planning/pdf/eir/3.8\\_ghg.pdf](http://www.riversideca.gov/planning/pdf/eir/3.8_ghg.pdf) -- 28 pages  
    3.9 Land Use & Aesthetics -- [http://www.riversideca.gov/planning/pdf/eir/3.9\\_land.pdf](http://www.riversideca.gov/planning/pdf/eir/3.9_land.pdf) -- 54 pages  
    3.10 Noise -- [http://www.riversideca.gov/planning/pdf/eir/3.10\\_nos.pdf](http://www.riversideca.gov/planning/pdf/eir/3.10_nos.pdf) -- 48 pages  
    3.11 Transportation/Traffic -- [http://www.riversideca.gov/planning/pdf/eir/3.11\\_traf.pdf](http://www.riversideca.gov/planning/pdf/eir/3.11_traf.pdf) -- 166 pages  
4.0 Cumulative Impacts -- [http://www.riversideca.gov/planning/pdf/eir/4\\_cum.pdf](http://www.riversideca.gov/planning/pdf/eir/4_cum.pdf) -- 19 pages  
5.0 Growth Inducement -- [http://www.riversideca.gov/planning/pdf/eir/5\\_gi.pdf](http://www.riversideca.gov/planning/pdf/eir/5_gi.pdf) -- 4 pages  
6.0 Significant Unavoidable Environmental Effects/Irreversible Changes --  
[http://www.riversideca.gov/planning/pdf/eir/6\\_irrev.pdf](http://www.riversideca.gov/planning/pdf/eir/6_irrev.pdf) -- 4 pages  
7.0 Effects Found Not to be Significant -- [http://www.riversideca.gov/planning/pdf/eir/7\\_notsig.pdf](http://www.riversideca.gov/planning/pdf/eir/7_notsig.pdf) -- 10 pages  
8.0 Project Alternatives -- [http://www.riversideca.gov/planning/pdf/eir/8\\_alts.pdf](http://www.riversideca.gov/planning/pdf/eir/8_alts.pdf) -- 26 pages  
9.0 References Cited -- [http://www.riversideca.gov/planning/pdf/eir/9\\_refs.pdf](http://www.riversideca.gov/planning/pdf/eir/9_refs.pdf) -- 6 pages  
10.0 Individuals and Agencies Consulted -- [http://www.riversideca.gov/planning/pdf/eir/10\\_agencies.pdf](http://www.riversideca.gov/planning/pdf/eir/10_agencies.pdf) -- 2 pages  
11.0 Certification -- [http://www.riversideca.gov/planning/pdf/eir/11\\_cert.pdf](http://www.riversideca.gov/planning/pdf/eir/11_cert.pdf) -- 2 pages

Total of 705 pages. Our fee is .60 for first page and .10 for additional pages = \$71.00 total for black and white copies. If you want the graphics in color it will cost \$254.64.

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Public Comments

For the TIA it is Appendix J at [http://www.riversideca.gov/planning/pdf/eir/App\\_J\\_TIA.pdf](http://www.riversideca.gov/planning/pdf/eir/App_J_TIA.pdf) -- 225 pages  
The Appendix to the TIA is at [http://www.riversideca.gov/planning/pdf/eir/App\\_J\\_TIA\\_Appendices.pdf](http://www.riversideca.gov/planning/pdf/eir/App_J_TIA_Appendices.pdf) -- 593 pages

Total of 818 pages at .10 a page = \$81.80 for black and white copies. If you want the graphics in color we will need to send it down to printing to find out what they will charge us for this job and we can get back to you.

**Diane Jenkins, AICP § Principal Planner**

City of Riverside ▪ Community Development Department ▪ Planning Division

3900 Main Street, Third Floor ▪ Riverside, CA 92522

☎ (951) 826-5625 ▪ 📠 (951) 826-5981

[DiJenkins@riversideca.gov](mailto:DiJenkins@riversideca.gov)

 please consider the ENVIRONMENT before printing this email

**From:** Talvin L Dennis [mailto:talvin.L.dennis@dot.ca.gov]

**Sent:** Tuesday, January 15, 2013 9:01 AM

**To:** Jenkins, Diane

**Subject:** Crystal View Terrace

Good Morning Mrs. Jenkins;

My name is Talvin Dennis with Caltrans LD/IGR and I received your memorandum on SCH #2011021028. Thank you for your latest memorandum which extends the comment date till March 1, 2013. I am requesting two (2) hard copies each of your traffic reports, (2) Traffic Impact Analysis and (2) Traffic Impact Analysis/Appetencies. It certainly would be appreciated.

Thank you for your time and consideration.

Talvin Dennis  
Transportation Planner  
Division of Planning  
District 8  
(909) 383-6908

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State of California – Natural Resources Agency  
**DEPARTMENT OF FISH AND WILDLIFE**  
Inland Deserts Region  
3602 Inland Empire Blvd., Suite C-220  
Ontario, CA 91764  
(909) 484-0459  
[www.wildlife.ca.gov](http://www.wildlife.ca.gov)

**EDMUND G. BROWN JR., Governor**  
**CHARLTON H. BONHAM, Director**



January 31, 2013

Ms. Diane Jenkins  
City of Riverside  
3900 Main St.  
Riverside, CA 92522

Re: Draft Environmental Impact Report for the Crystal View Terrace/Green Orchard Place/Overlook Parkway Project, City of Riverside, County of Riverside  
State Clearinghouse No. 2011021028

Dear Ms. Jenkins:

The Department of Fish and Game (Department) appreciates this opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (Project), City of Riverside, County of Riverside, State Clearinghouse No. 2011021028. The Department is responding as a Trustee Agency for fish and wildlife resources [Fish and Game Code sections 711.7 and 1802 and the California Environmental Quality Act Guidelines (CEQA) section 15386] and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines section 15381), such as a Lake and Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *et seq.*) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (Fish and Game Code Sections 2080 and 2080.1).

#### Project Description

The Project site consists of two segments located between Sandtrack Road and Crystal View Terrace. The Project has four (4) proposed alternatives for improvements to the local roadway system in the Eastern portion of the City of Riverside, County of Riverside. Under scenarios one (1) and two (2), the existing gates at Crystal View Terrace and Green Orchard Place would remain in place or be removed and no improvements to the Overlook Parkway would occur. Alternatives three (3) and four (4) involve the removal of the Crystal View Terrace and Green Orchard Place gates and the construction of a fill crossing between Brittanee Delk Court (465 feet) with culverts beneath Overlook Parkway and two narrow, 33.5-foot-wide bridges, separated by a 31-foot-wide gap over the Alessandro Arroyo between Via Vista Dr. and Crystal View Terrace. The bridge has two proposed abutments, with retaining walls on either side of the abutments and a rock slope protection area to reduce scour. Land uses in the area consist of agriculture, rural residential, hillside residential and very low density residential. There are no environmental impacts associated with the first two alternatives because connections to the Overlook Parkway are omitted.

Draft Environmental Impact Report for the Crystal View Terrace/Green Orchard Place/Overlook Parkway Project, City of Riverside, County of Riverside  
State Clearinghouse No. 2011021028  
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### Western Riverside Multiple Species Habitat Conservation Plan (MSHCP)

The Department is responsible for ensuring appropriate conservation of fish and wildlife resources including rare, threatened, and endangered plant and animal species, pursuant to the CESA, and administers the Natural Community Conservation Plan Program (NCCP Program). On June 22, 2004, the Department issued Natural Community Conservation Plan Approval and Take Authorization for the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) per Section 2800, et seq., of the California Fish and Game Code. The MSHCP establishes a multiple species conservation program to minimize and mitigate habitat loss and the incidental take of covered species in association with activities covered under the permit.

The proposed Project occurs within the MSHCP area and is subject to the provisions and policies of the MSHCP. The Project is located within the City of Riverside/City of Norco Area Plan. There are no Criteria Cells, Cores, Linkages or biological goals and objectives applicable to the Project and the Project will not adversely effect MSHCP Reserve Assembly. The only applicable resource protection policy of the MSHCP is the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools policy (MSHCP section 6.1.2). The Project proponent has completed a Determination of Biologically Equivalent or Superior Environmentally Superior preservation (DBESP). The City of Riverside is the lead agency and is signatory to the implementing agreement of the MSHCP. Compliance with approved habitat plans, such as the MSHCP, is discussed in CEQA. Specifically, Section 15125(d) of the CEQA Guidelines requires that the DEIR discuss any inconsistencies between a proposed Project and applicable general plans and regional plans, including habitat conservation plans and natural community conservation plans.

Focused surveys were conducted for least Bell's vireo (*vireo Belli pusillus*) and the coastal California gnatcatcher (*Polioptila californicus polioptila*). Although the site does have suitable habitat for these two species, none were detected. Other potential species include Cooper's hawk (*Accipiter Cooperii*), Lincoln's sparrow (*Melospiza lincolni*), northern harrier (*Circus cyaneus hudsonius*), killdeer (*Charadrius vociferous vociferus*), Nuttall's woodpecker (*Picoides nuttallii*), orange-crowned warbler (*Vermivora celata*), white-crowned sparrow (*Zonotrichia leucophrys*) and Belding's orange-throated whiptail (*Aspidoscelis hyperythra beldingi*).

Sensitive habitats on the site include Southern willow scrub, freshwater marsh, Riversidean sage scrub, and sage scrub. Sensitive vegetation on the site includes Fremont cottonwood (*Populus fremontii*), western sycamore (*Platanus racemosa*), mulefat (*Baccharis salicifolia*), California sagebrush (*Artemisia californica*), cattail (*Typha* sp.) and arroyo willow (*Salix lasiolepis*).

### Department Concerns

1. The Department requests that a Habitat Mitigation and Monitoring Plan be included in the Final Environmental Impact Report (FEIR);
2. The Department requests that the applicant provide the results of pre-construction surveys for riparian birds and burrowing owl; and,
3. The Department requests that the applicant submit a 1600 Lake and Streambed Alteration Agreement Notification prior to construction of the project;

**Draft Environmental Impact Report for the Crystal View Terrace/Green Orchard Place/Overlook Parkway Project, City of Riverside, County of Riverside  
State Clearinghouse No. 2011021028  
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### **Lake and Streambed Alteration Agreement**

The site includes a portion of Alessandro Arroyo, which is tributary to the Santa Ana River. A jurisdictional delineation of state waters was conducted in November of 2011 and a Determination of Biologically Equivalent or Superior Preservation (DBESP) was processed as well. The Project's jurisdictional delineation (JD) of State waters determined that there were 0.31 ac. of riparian vegetation in the Eastern survey area, 1.78 ac. of wetlands in the Alessandro Arroyo portion of the project and 0.19 ac. of streambed (Gage Canal) in the western portion of the site. The applicant is proposing mitigation for permanent impacts to southern willow scrub on a 2:1 (replacement to impact ratio) and temporary impacts at 1:1 (replacement to impact ratio). The Department recommends a minimum ratio of 3:1 (replacement to impact ratio).

Although the proposed Project is within the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) and is subject to Section 6.1.2, Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools, a Lake and Streambed Alteration Agreement Notification is still required by the Department for impacts to State jurisdictional waters. Additionally, the Department's criteria for determining the presence of jurisdictional waters are more comprehensive than the MSHCP criteria in Section 6.1.2. The adequacy of the JD will be reviewed by the Department. Any mitigation measures required by the resource protection policies of the MSHCP should be included in the CEQA document.

The Department recommends submitting a notification early on, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Streambed Alteration Agreement notification package, please go to <http://www.dfg.ca.gov/habcon/1600/forms.html>.

A Project must provide adequate avoidance, mitigation, monitoring, funding sources, a habitat management plan and reporting commitments. The CEQA document does not provide a Habitat Mitigation and Monitoring Plan, and therefore, additional CEQA documentation will be required prior to execution (signing) of the Agreement. In order to avoid delays or repetition of the CEQA process, potential impacts to a stream or lake, as well as avoidance and mitigation measures need to be discussed within this CEQA document. Permit negotiations conducted after and outside of the CEQA process are not CEQA-compliant because they deprive the public and agencies of their right to know what project impacts are and how they are being mitigated (CEQA Section 15002).

The Department opposes the elimination of ephemeral, intermittent and perennial stream channels, lakes and their associated habitats. The Department recommends avoiding the stream and riparian habitat to the greatest extent possible. Any unavoidable impacts need to be compensated with the creation and/or restoration of in-kind habitat either on-site or off-site at a 3:1 minimum replacement to-impact ratio, depending on the impacts and proposed mitigation. Additional mitigation requirements through the Department's Streambed Alteration Agreement process may be required depending on the quality of habitat impacted, proposed mitigation, project design, and other factors.

The following information will be required for the processing of a Streambed Alteration Agreement and the Department recommends incorporating this information to avoid subsequent CEQA documentation and project delays:

Draft Environmental Impact Report for the Crystal View Terrace/Green Orchard Place/Overlook Parkway Project, City of Riverside, County of Riverside  
State Clearinghouse No. 2011021028  
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- 1) Delineation of lakes, streams, and associated habitat that will be temporarily and/or permanently impacted by the proposed project (include an estimate of impact to each habitat type);
- 2) Discussion of avoidance measures to reduce project impacts; and,
- 3) Discussion of potential mitigation measures required to reduce the project impacts to a level of insignificance.

Please refer to section 15370 of the CEQA guidelines for the definition of mitigation.

In the absence of specific mitigation measures in the CEQA documents, the Department believes that it cannot fulfill its obligations as a Trustee and Responsible Agency for fish and wildlife resources. Permit negotiations conducted after and outside of the CEQA process deprive the public of its rights to know what project impacts are and how they are being mitigated in violation of CEQA Section 15002. Also, because mitigation to offset the impacts was not identified in the CEQA document, the Department does not believe that the Lead Agency can make the determination that impacts to jurisdictional drainages and/or riparian habitat are "less than significant" without knowing what the specific mitigation measures are that will reduce those impacts.

In summary, we believe the DEIR is inadequate in identifying appropriate mitigation for purposes of CEQA and the future preparation of an LSA should one be necessary. We recommend that the document be revised to address the Department's concerns and the revisions included in the Final Environmental Impact Report (FEIR). We appreciate the opportunity to comment on the referenced DEIR. If you should have any questions pertaining to these comments, please contact Robin Maloney-Rames, Environmental Scientist, at 909-980-3818.

Sincerely,



Jeff Brandt  
Senior Environmental Scientist



**Department of Fish and Wildlife  
 Inland Deserts Region  
 3602 Inland Empire Blvd., Suite C220/200  
 Ontario, CA 91764  
 (909) 484-0459 – Public Information  
 (909) 481-2945 – FAX**



**FAX COVER SHEET**

Date: 1/31/2013  
 To: Diane Jenkins  
 Agency: Riverside Planning  
 FAX No. ( ) 951-826-5981  
 From: DFW  
 Phone No. ( ) \_\_\_\_\_

Pages: Cover & \_\_\_\_\_  
 Phone No. ( ) \_\_\_\_\_

Comments: comment letter - CEQA  
 \_\_\_\_\_  
 \_\_\_\_\_



# Department of Toxic Substances Control



**Matthew Rodriguez**  
Secretary for  
Environmental Protection

**Deborah O. Raphael, Director**  
5796 Corporate Avenue  
Cypress, California 90630

**Edmund G. Brown Jr.**  
Governor

January 29, 2013

Ms. Diane Jenkins, AICP  
City of Riverside  
3900 Main Street, Third Floor  
Riverside, California 92522



## NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE OVERLOOK PARKWAY PROJECT, (SCH#2011021028), RIVERSIDE COUNTY

Dear Ms. Jenkins:

The Department of Toxic Substances Control (DTSC) has received your submitted draft Environmental Impact Report (EIR) for the above-mentioned project. The following project description is stated in your document:

"The Crystal View Terrace/Green Orchard Place/Overlook Parkway (Project), involves the local roadway system in the eastern portion of the City and southeast of State Route 91 (SR-91). The project involves the local roadway system in the eastern portion of the City. The Project involves four scenarios, each of which represents an alternative set of actions intended to help resolve potential vehicular issues associated with the gates on the Crystal View Terrace and Green Orchard Place; address the connection of Overlook Parkway easterly to Alessandro Boulevard and potentially provide for a future connection to the SR-91. The project vicinity is approximately 7,500 acres. The land uses in the Project vicinity primarily include agricultural, rural residential, hillside residential, and very low density residential."

Based on the review of the submitted document DTSC has the following comments:

1) The EIR should evaluate whether conditions within the Project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:

- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).

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Public Comments

- Envirostor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
  - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
  - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
  - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
  - GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
  - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
  - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site within the proposed Project area that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.
- 3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the EIR.
- 4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.

- 5) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.
- 6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 7) If the site was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.
- 8) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
- 9) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see [www.dtsc.ca.gov/SiteCleanup/Brownfields](http://www.dtsc.ca.gov/SiteCleanup/Brownfields), or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.
- 10) Also, in future CEQA document, please provide your e-mail address, so DTSC can send you the comments both electronically and by mail.

Ms. Diane Jenkins  
January 29, 2013  
Page 4

If you have any questions regarding this letter, please contact Rafiq Ahmed, Project Manager, at [rahmed@dtsc.ca.gov](mailto:rahmed@dtsc.ca.gov), or by phone at (714) 484-5491.

Sincerely,

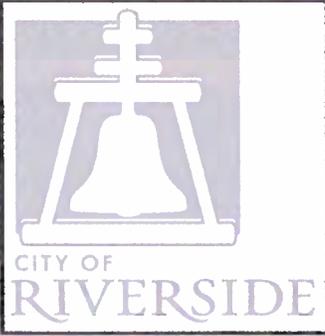


Rafiq Ahmed  
Project Manager  
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov).

CEQA Tracking Center  
Department of Toxic Substances Control  
Office of Environmental Planning and Analysis  
P.O. Box 806  
Sacramento, California 95812  
Attn: Nancy Ritter  
[nritter@dtsc.ca.gov](mailto:nritter@dtsc.ca.gov)

CEQA # 3690



PUBLIC REVIEW PERIOD

This meeting is being held to give the public and interested parties an opportunity to submit comments regarding the adequacy of the environmental document for the proposed project. Written comments will be included in the public record for the Environmental Impact Report (EIR) for the project. Please record your comments in the space provided below and submit this form to City staff at the meeting. You may also turn this form if you wish to speak at today's meeting. Comments can also be submitted to City staff after today's meeting. All comments submitted after today's meeting should be hand-delivered, mailed, or e-mailed directly to the Planning Division located at 3900 Main Street, Riverside, CA 92522. Comments submitted via e-mail should be forwarded to Diane Jenkins, Principal Planner, at [DiJenkins@riversideca.gov](mailto:DiJenkins@riversideca.gov). All comments must be received no later than Friday, February 1, 2013 by 5:00 p.m. Thank you.

Comments:

- ① Scenario 2 is supported by me as a local business man with 2 businesses in the Albertsons Shopping ctr Postal Annex, *identical office*
- ② Drop in PROP VALUES FOR ALL OVERLOOK RESIDENTS SIDE factored in.
- ③ LOSS OF BUSINESS IF GATES ARE CLOSED.
- ④ I would like a formal response for the drop in property values.

Use back of sheet if additional space is necessary.

Name (please print): \_\_\_\_\_ Signature: *[Signature]*

Mailing Address: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

City of Riverside  
Community Development  
Planning Division

3900 Main Street  
Riverside, CA 92522  
P11-0050/P12-0220, Exhibit 16  
(951) 826-5371  
www.riversideca.gov/planning  
Public Comments

## Andrade, Frances

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**From:** Dewitt Ortuno-Davari <dewitt0709@msn.com>  
**Sent:** Tuesday, February 19, 2013 7:11 PM  
**To:** Jenkins, Diane  
**Subject:** stop the overlook parkway connection

Dear Mayor and or City Council,

I am a resident that would be affected by the Overlook Parkway connection. I do not want Overlook Parkway to be connected. Please remove this action permanently from the general plans. Thank you.

Sincerely,

Dewitt Ortuno-Davari & Mike Davari  
2097 Gainsborough Drive  
Riverside, CA. 92506  
Tel. (951) 780-1584

Dewitt Ortuño-Davari

Leave nothing for tomorrow which can be done today - Abraham Lincoln (1809-1865).

**Andrade, Frances**

---

**From:** Kelli Dieterle <dieterl7@aol.com>  
**Sent:** Tuesday, February 19, 2013 6:02 PM  
**To:** Jenkins, Diane  
**Subject:** Overlook Parkway Extension

Dear Sir,

Please don't ruin our neighborhood by building a bridge. Please! Please! Please don't ruin our community! We love our homes. K. Dieterle Sent from my iPad

## Jenkins, Diane

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**From:** Jeff Dredla <jeffdredla@sbcglobal.net>  
**Sent:** Friday, January 11, 2013 10:25 AM  
**To:** Jenkins, Diane  
**Cc:** Davis, Paul  
**Subject:** Overlook Expansion EIR  
**Attachments:** Overlook Alessandro map.pdf

Could you please ensure that my information is passed on to the appropriate agency, planners, or traffic commissioners regarding the EIR for the Overlook Parkway extension? I attended the January 9<sup>th</sup> meeting and would like to express a few concerns.

### Crystal View/Green Orchard Gates

1. I don't care if the Crystal View/Green Orchard s are opened or closed now, as long as they are opened up if/when Overlook is completed.

### Overlook Pkwy Extension/Completion

1. Before Overlook Pkwy is completed, we must get a more detailed analysis of impacts on the Hillcrest neighborhood (S/E corner of Alessandro and Overlook). With only TWO access points into the neighborhood (Cannon/Alessandro and Overlook/Sandtrack) – I suspect the entire neighborhood will be inundated with motorists traveling through those access points in search of avoiding inevitable backups caused during commuting times (morning and evening). In other words, if traffic is backed up on Overlook (heading north) at Alessandro, impatient commuters will certainly sneak through Sandtrack, travel Coronet, and then onto Cannon which leads to Alessandro (thereby allowing them to avoid the backed up wait at the traffic signal of Overlook/Alessandro). The same scenario is inevitable for commuters traveling west on Alessandro, waiting to turn left onto Overlook. They will “learn” the shortcut of traveling onto Cannon, then Coronet, onto Sandtrack and then turn left onto Overlook to continue their commute - all of this to avoid backed up traffic at the intersection of Overlook/Alessandro/Canyon Crest.

Of concern, three things that would be detrimental to *our neighborhood* are (1) increased commuter traffic, (2) installation of annoying traffic calming devices (speed humps, etc.), and (3) installation of \*traffic flow “no turn” signs into the neighborhood during commute times (then how would the residents get into our own neighborhood?).

My final concern regarding the Overlook extension is the fact that I specifically paid a fee (\$600 to \$1,500) in 1996 when I built my own house on Coronet Drive. This fee (among many others I was required to pay) was specifically identified for the Overlook extension to be *built and completed*. Personally, I don't care if Overlook goes through or not – but if Overlook does NOT GO THROUGH, I will expect a full refund of the fee I paid.

If you need any further information or would like clarification, please feel free to contact me at [jeffdredla@sbcglobal.net](mailto:jeffdredla@sbcglobal.net). I'll be more than glad to work with any planner, board, etc. regarding the concerns I have expressed. Thank you for the opportunity to present my concerns.

\*Signs such as “NO RIGHT TURN BETWEEN 6AM-9AM” etc.

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Public Comments



Members of the Planning Commission and Honorable Council Members:

My husband and I have been residents of the City of Riverside for approximately 50 years. We are both retired public servants, and we have a combined total of 74 years serving the City and County of Riverside. We worked hard, saved our money, and our search for a perfect location ended when we found the scenic “wilderness” where we built our final residence on Chateau Ridge near Overlook Parkway.

We are very concerned about the draft EIR Report that suggests proposals to extend Overlook Parkway to Alessandro. With any extension of Overlook Parkway, the beauty and solitude of our scenic area will be destroyed, not to mention the negative impact on the value of our property. We feel betrayed that this is even under consideration. The report to the Transportation Board, and the Planning Commission a few weeks ago mentioned minimal impact to the area. We are in total disagreement with this conclusion. The damage done by adding the mentioned traffic to Overlook, and its evitable impact on Washington and Victoria is so very apparent.

There is no routing from the intersection of Washington and Overlook Parkway that is satisfactory. The so called “C Street” just adds a host of other problems, as does allowing Washington alone to absorb the additional traffic. . The EIR Contractor admitted that 3 additional alternate routes were studied, but were discarded citing economic and environments issues. The two alternatives remaining in the Report also have economic and environmental concerns, especially environmental.

We are urging you to not certify the EIR Draft and to not extend Overlook Parkway.

Robert and Janis Duke

**Andrade, Frances**

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**From:** Catherine Ellis <rn1barbie@yahoo.com>  
**Sent:** Monday, February 04, 2013 7:39 AM  
**To:** Jenkins, Diane  
**Subject:** Overlook Parkway Extension

I am writing to you today to voice my objection to the Overlook Parkway Extension. As a fairly new (Oct 2011) member of this community I urge you not to consider doing this now or in the future. I have seen some of the Draft Environmental Impact Report under consideration and it is very troubling to me. Doing this will destroy the very quality of life I chose when moving to this beautiful neighborhood. Thank you for taking the time to read this,

Catherine Ellis

## Jenkins, Diane

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**From:** Meg Emeruwa <aspenmedical\_group@yahoo.com>  
**Sent:** Thursday, January 17, 2013 12:14 PM  
**To:** Jenkins, Diane  
**Subject:** Extension of Overlook Parkway

Good morning Diane:

My name is Magdalen. My family lives on Bodewin Court. I am writing you because I am opposed to the extension of Overlook Parkway.

Riverside is a beautiful city but, my family is particularly endeared to our neighborhood for some good reasons. Up until 1988, I did not know about Riverside. But one hot summer day, I drove into Riverside and around trying to locate a property. I ran into a few construction workers. I asked for information about the residential property they were finishing up off Alessandro Blvd. On further discussion, they insisted to know how much I wanted to spend on a house and other information associated with that. I gave them a range of value. Their best advice to me was to go to overlook parkway. I drove off and luckily ran into the house that my husband and I purchased the next day.

We take pride in being on Bodewin Court today because, we can enjoy reasonable peace and quiet that is not easily available in most of today's lifestyle. Along with that tranquility is a huge prize tag on the property with the taxes associated with the value. For most of us, we have chosen to work hard to pay those huge taxes in exchange for the peace and quiet.

Extending Overlook will be a tragedy for us living in that area. We will not only be missing out on the tranquility but also on the value of the property in which we have heavily invested. Without the thoroughfare, we are currently having some unintended experiences from perhaps curious intruders. Can you imagine what happens when the public is given a free reign to ply through our neighborhood? The noise factor and lack of privacy will undoubtedly impact on the worth of the homes in our neighborhood.

The inhabitants along overlook parkway have invested so much already. I hope you can grant our opposition to allow us to save our investments and peace of mind.

The city of Riverside has equally invested in our neighborhood to make it one of the prized areas of the City. Why not keep it that way?

Sincerely,

*Magdalen U. Emeruwa, M.Sc.*

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Public Comments

Administrator  
Aspen Medical Group, Inc.  
Tel: (951) 735-6969  
Fax: (951) 343-3483

[e-mail](#)

web-site: <http://www.aspenmedgroup.com/>  
[video](#)

## Andrade, Frances

---

**From:** Diane Eskritt <deskritt@charter.net>  
**Sent:** Sunday, February 24, 2013 1:04 PM  
**To:** Jenkins, Diane; Davis, Paul  
**Cc:** MacArthur, Chris; Gardner, Mike; Melendrez, Andy; Hart, Nancy; Adams, Steve  
**Subject:** Overlook Parkway Extension

Dear Good People,

As a resident of Alessandro Heights i am concerned about the completion of Overlook Parkway, and would like the extension of it removed from your plan.

I do not feel that the plan addresses the traffic I will have as I try to get onto Overlook from Muirfield. Our neighborhood residents have no choice but to leave our homes via Overlook or Washington. The increased traffic on Overlook and in our neighborhoods is undesirable from both egress and value. My opinion is that the increase in regional traffic and resulting noise will prevent my home from recovering from the recent depreciation, and may cause more loss in value. Part of the reason I purchased my home, was its location away from busy and noisy streets. Convenience for some will cause inconvenience for many. It will also take away our quality, quiet, livable neighborhoods.

I do not see the increased traffic to Washington and the Washington/Victoria intersection addressed appropriately. Cars already speed down Overlook and Washington. I can't imagine the impact of increased traffic. The intersection on Washington/ Victoria is one of the busiest. Just last Friday, as I waited my turn at the stop sign, my car was hit. Thus, Option 3 is not a good choice.

Another factor of the extension is cost. I do not believe the costs involved for the project are justifiable. Widening Washington, adding streetlights, taking out orchards and Green Belt, are unsightly in addition to being costly. I was informed that General Plan section 2.8 note that designing street improvements needs to take into account aesthetics as well as traffic. This is especially an effect of Option 4. it isn't worth the cost of tax dollars to benefit a few.

I wrote this from my perspective as a resident of my sub-community, but would also add that the impact to those living in Casa Blanca is also greatly undesirable for many of the same reasons.

In conclusion, I hope that you will remove the further extension of Overlook Parkway from your plan.

Thank you for listening to our concerns, those of your community.

Diane Eskritt  
7405 Whitegate Av  
Riverside, CA 92506

Councilmember Paul Davis

Hello let me introduce myself, my name is Tammy Felix and I have lived in riverside for a long time. Here currently on Tiger Tail sense 1994. I did raise three daughters whom attended Washington, Gage and Poly and graduated from U.C.R.

What attracted me to this area were the neighborhoods being safe and quiet. I am now helping to raise my grandson and want for him what I had for my daughters a safe, healthy quiet neighborhood which I fear will change if the completion of overlook happens.

I had a home on 12<sup>th</sup> street downtown. The homes being divided into duplexes further down the street forever changed the makeup of the safe quiet neighborhood, not to mention the values of the homes. I'm sure you know this but there are more registered sex offenders living there then here. I do not want that to change where I live. I am totally against the overlook expressway! Back in the early 1900's a black cloud formed over the city it was pollution that caused illness and deaths. Although there are stronger laws for cars emitting smog it still poses a problem if there could be 40,000 cars per day not to mention the noise it'll cause and accidents. I don't want it! Increased traffic, crime, noise, pollution is not appealing at all. It's the destruction of our quality of life which as cities grow to preserve our residential neighborhood should be a priority. I think my voice should be heard and I wish to stand counted in protest against the overlook expressway!

Thank you for your time Mr. Davis

Tammy Felix 2/2/2013

tammy-f-felix@yahoo.com

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Public Comments

Please STOP THE OVERLOOK PARKWAY CONNECTION!

Diane Jenkins, AICP Principal Planner

Regarding the DEIR. I don't have a problem with the gates being open on Crystal view Terrace but I am totally against the "Expressway" I am trying to understand the concept of the ideas of these options and feel option 3. Complete overlook and bring traffic down Washington to Victoria, I 'm totally against these ideas to create a new road across the orange grove to Madison, down Madison to the freeway I'm not happy with either.

I am very concerned and upset at the thought about the increased emissions levels, "Smog" from the increased amount of vehicles, as well as the added noise from the traffic that well be caused as a result of these plans. The impact Option 4 the historic grove and trees dating back to the 1900's overriding Prop. R and measure C. it will permanently alter Victoria Ave, which is an historical landmark.

I don't want my neighborhood to be forever changed and I am totally against what is planned. I think that the extension of Overlook Parkway must be removed from the General Plan.

As a Voter I approved of Proposition R and Measure C and expect that their integrity will be respected and maintained! I choose to live in this area because of the benefits derived from proposition R measure C. The Greenbelt and La Sierra lands are important agricultural lands. The wild life that is running out of spaces to live these options are frankly none I approve of. I want my protest heard! As a voter I want my vote to count! I am totally against a bridge, expressway, and connection of Overlook Parkway to Moreno valley whatever description you use.

I don't want my property values to decrease by these plans. I beleave that the extension of Overlook Parkway must be removed from the General Plan!

The traffic in the morning on Victoria is bad enough having 4 schools off Victoria let alone if there were added more vehicles from these plans it's just not good I'm sorry.

Thank you for your time Ms. Jenkins

Tammy Felix 2-14-13

tammy\_r\_felix@yahoo.com



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Public Comments

## Jenkins, Diane

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**From:** Mike Foraker <mforaker9@gmail.com>  
**Sent:** Monday, January 14, 2013 10:34 AM  
**To:** Jenkins, Diane  
**Cc:** Mike Foraker; Phyllis Foraker  
**Subject:** Crystal View Terrace/Green Orchard Place/Overlook Parkway project

December 21, 2012

I am submitting questions regarding the Crystal View Terrace/Green Orchard Place/Overlook Parkway Project. I want assurances that the final EIR will respond with great specificity to these requests:

1. What is the current "highest" level of fine particulates for the length of Overlook Drive from the top of Overlook to the connecting junction at Washington?
2. What would the "highest" level of fine particulates be assuming the "bridge" connecting Overlook at Alessandro? Projections should be made from the connection at Alessandro the entire length of Overlook to the connecting junction at Washington.
3. The United States Environmental Protection Agency recently tightened the standard for harmful fine particulates pollution with a 2020 deadline to improve air quality. The new standard lowers the annual average level of fine particulates by 20 percent, from 15 micrograms per cubic meter to 12 micrograms per cubic meter. As you are aware, some of the components of air pollution are "known" causes of heart disease, cancer, pulmonary issues and other health issues.

The Final EIR needs to project the "probable" increase in serious health problems to community members living adjacent to Overlook Drive assuming the overlook bridge connection with Alessandro. The projected daily increase in vehicle traffic counts appear to be "significantly" understated. A more thorough analysis needs to be undertaken to ensure a better basis for projecting increases in vehicular traffic and the resultant incremental increases in air pollution.

4. Please provide "legal opinion" with regards to the legal liability of individual planners and administrators and jurisdictions should an approved bridge connecting Overlook Drive with Alessandro be approved with a result that EPA air quality guidelines would be exceeded. Such action would "knowingly" expose residents living adjacent to Overlook to a significant increase of a broad range of potentially "life threatening" air pollution caused illnesses.
5. Property values for residents living in Hawarden Hills, especially the homes immediately adjacent to Overlook would be negatively impacted. Please be specific in the final EIR with regards the probable decrease in property values and, the resultant decrease in annual property tax revenues to the City of Riverside. The additional traffic would significantly detract from the quiet ambiance of the area making these neighborhoods much less livable and homes much harder to sell.
6. The final EIR should also specify mitigation measures that would be necessary to protect the safety of the numerous members of the bicycle and pedestrian community that frequent Overlook Drive.

7. What is the current decibel reading at peak traffic counts along Overlook Drive and how do these readings compare with current statutory guidelines? What would the projected decibel readings be at peak traffic counts and how would those readings compare with current statutory guidelines assuming Overlook Dr is connected to Allesandro and runs through to Washington. What mitigation measures would be necessary to keep decibel readings within current statutory guidelines?

8. Please provide specific projections for the projected needs for increased traffic control patrols and community safety patrols to counter projected increases in vehicular traffic assuming Overlook Drive is connected to Allesandro through to Washington. Concurrently, please provide projections for anticipated annual increases in crimes annually reported to the FBI in adjacent residential communities assuming the connection from Allesandro to Washinton.

Mike and Phyllis Foraker  
1759 Hawarden Drive  
Riverside, CA

## Andrade, Frances

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**From:** Donald Gerber <earlkann@gmail.com>  
**Sent:** Wednesday, February 20, 2013 10:23 PM  
**To:** Davis, Paul  
**Cc:** Hayes, Steve; Jenkins, Diane  
**Subject:** February 20 Community Meeting / Overlook Parkway

Councilman Davis,

First allow me to thank you for the cookies and the nice pen. I attended the Community Meeting on Wednesday evening, although I arrived late after sitting in traffic on Van Buren Blvd that took 30-minutes of my time to travel three blocks. Since it was obvious that everyone at the meeting, along with your indication that ~99% of the constituents that you talk to, are against the completion of the parkway I decided that I would write you instead of commenting.

It struck me when you said that you were against the completion of the parkway based on "quality of life" impacts. You asked those in favor to consider if their own homes were adjacent to the parkway, would they like the additional traffic in their own neighborhood. In fact, I live seven houses away from Van Buren Blvd, which, I would argue, is a very heavily trafficked arterial roadway. Like the gentleman who recently purchased a home on Flemming, backing to Overlook, I also just recently purchased my home. Unlike that gentleman, I was fully aware of the traffic situation when I made my purchase decision. You might say that Van Buren already has traffic while Overlook currently has very little to evaluate, to that I would respond that moving adjacent to even a portion of a four lane divided roadway should be enough indication that the traffic might some day come. I was in that same situation as well, when my family first moved to Riverside in the 80's we rented a home on California Ave between Tyler and Hole. At that time it was a quite street that was not connected to the major arterial California Ave to the north/east of Van Buren, but the roadway width that would obviously accommodate four lanes of traffic was just as obvious of an indicator that the traffic would one day come (as it eventually did). While I do feel for those in the Harwarden, Whitegate, and other older areas, in my opinion the people who bought the new homes in the Crystal Ridge and surrounding developments since Overlook was constructed have little to complain about.

Back to "quality of life", which is the main reason that I decided to attend the meeting. While the quality of life directly adjacent to Overlook will be impacted, I cannot deny that, I urge you to consider not only those people who will be negatively impacted, but also the rest of the people in your ward, and the city as a whole. A project like this will naturally attract mostly those who are going to be negatively impacted to meetings and comments as indicated by your statement that you have only encountered "maybe 10" in favor. I'm sure that there are many more people out there in my situation that might see some potential benefit to an additional cross town arterial roadway. The presentation even included figures that show that traffic/trips will be decreased on surrounding streets as people begin using Overlook as a alternative. The study area did not include Van Buren, but it seems obvious to me that another route across town would reduce traffic in my area. I often hear this referred to in the political world as "sharing the pain".

I'm not trying to say that Overlook is the only solution to easing my person traffic pain. I am aware that the start of this whole study was just to decide whether to lock the gates or leave them open, and it has since grown into quite the monster. I do greatly appreciate your stance that we should "get this right, no matter how long it takes". When I look at a map it just seems obvious that the completion of Overlook provides the best option for a new thoroughfare. Unfortunately, it is also obvious that Madison between Victoria and the 91 is not currently up to the standard to accept this type of traffic. You indicated in the meeting that your preference would be

option 2, removing the gates, followed by removing Overlook Parkway from the General Plan thus killing it forever. I am in favor of removing the gates myself, I have driven Crystal View Terrace a few times and found very little traffic as it is hard to navigate as you mentioned. I would urge you, however, to reconsider removal of Overlook from the General Plan, suggesting instead that additional options be evaluated, perhaps even connecting Overlook to Auto Center which is much more capable of handling the traffic and would impact fewer residential areas. I feel that an additional cross town arterial roadway, whether it be Overlook Parkway or some other route, would be an asset to the city, distributing the traffic more evenly and allowing for a better overall flow.

Thank you for your time,  
Sincerely,

Donald Gerber  
16198 Little Ct  
Riverside Ca 92508  
909-648-0752

## Jenkins, Diane

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**From:** TRAVIS GILBERT <tggilbert@msn.com>  
**Sent:** Wednesday, January 16, 2013 6:15 PM  
**To:** Jenkins, Diane  
**Subject:** EIR of Overlook Parkway Extension

Dear Miss Jenkins,

My name is Travis Gilbert and I live on Westborough Ln. in the Hawarden Summit community. My property (backyard) abuts Overlook Parkway. As a homeowner in this community, I am deeply concerned there may be certain parties within the Riverside political or business arena that are supportive of the Overlook extension. I am positive this is not the case of the homeowners in the surrounding community. I am deeply opposed to any project that would include the extension of Overlook Parkway. I would hope those who represent our community would recognize the value of the Hawarden Summit area and the overall repercussions the extension would have on, not only those in the Hawarden Summit community, but Riverside as a whole. I appreciate your assistance in this very important matter.

Sincerely,

Travis G. Gilbert

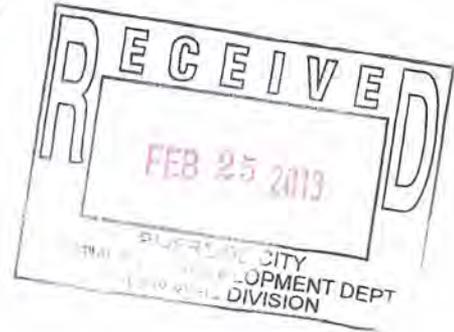
John Gless

**GLESS  
RANCH**



February 21, 2013

Steve Hayes, Planning Director  
Planning Department, City of Riverside  
3900 Main Street  
Riverside, CA 92501



**RE: Overlook Parkway**

Dear Mr. Hayes,

I am opposed to the proposed extension of Overlook Parkway. The Draft Environmental Impact Report does not adequately address the potential impacts on the residential neighborhood which will permanently and irrevocably be destroyed should the Overlook Parkway be extended.

The Draft Environmental Impact Report fails to properly reflect that signals will be required at the intersections of Victoria Avenue and Washington; Washington and Lincoln; Madison and Lincoln. Additionally, the DEIR fails to denote the destruction of the greenbelt and open space through which Overlook Parkway would have to be reconstructed.

The potential extension of Overlook Parkway is inconsistent with the General Plan and its guidelines regarding the preservation of the open space. The extension of Overlook Parkway would have significant impacts on traffic which cannot be mitigated to a level of insignificance.

Please accept this letter of opposition to the proposed extension of Overlook Parkway and Draft Environmental Impact Report.

Sincerely,

  
John J. Gless

CC: Diane Jenkins, AICP. Principal Planner

Ranch Market  
(951) 653-5991

19985 VAN BUREN BLVD.  
RIVERSIDE, CALIFORNIA 92508

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Public Comments

Orchard Care  
(951) 780-8458

1441 RAVENSWOOD LANE  
RIVERSIDE, CALIFORNIA 92506

## Andrade, Frances

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**From:** Shelton Goodman <sgoodman7@earthlink.net>  
**Sent:** Tuesday, February 12, 2013 4:36 PM  
**To:** Jenkins, Diane; Davis, Paul; MacArthur, Chris; Gardner, Mike; Melendrez, Andy; Hart, Nancy; Adams, Steve  
**Subject:** Overlook Parkway Extension

To Whom It May Concern

This is to inform you of our opposition to the Overlook Parkway Extension. The extension would negatively impact all neighborhoods and citizens in its path in ways too numerous to reiterate in this mailing. I urge you to remove the concept from the General Plan. Please do not disturb historic, unique, quiet, livable neighborhoods to accommodate regional traffic. I implore you to maintain the quality of life that sets Riverside apart from surrounding cities and to continue the positive leadership that has made us an outstanding, award winning city. Please, maintain our history as a city of trees, culture, and progressive thinking by removing this devastating extension from the General Plan.

Thank you

Susan and Skip Goodman  
1392 Muirfield Rd.  
789-4810

## Jenkins, Diane

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**From:** Juli Graham <juli@stoneworxonline.com>  
**Sent:** Thursday, February 21, 2013 5:02 PM  
**To:** Jenkins, Diane  
**Subject:** EIR - Crystal View Terrace / Green Orchard PI / Overlook Pkwy

I would like to share my comments concerning the EIR for project P11-0050. I believe that the gates should remain open on Green Orchard and Crystal View Terrace. At a minimal, scenario #2 should be enforced, but I would also be in favor of scenarios #3 and #4.

I live in the gated community of Rancho Valencia located at John F Kennedy and Dauchy. I travel to the 91 fwy daily by way of Dauchy – Green Orchard – Kingdom – Overlook – Washington. I take my children to and from school and therefore make two separate trips – the first at 7:30 a.m. (returning approx. 10:00 a.m.) , and the second at 2:00 p.m. (returning approx. 3:30 p.m.). This route has helped me to reduce my drive time and total miles driven, which I would expect reduces gas usage, gas costs, and emissions. I usually encounter an additional vehicle traveling on Dauchy and Crystal View. I rarely encounter another driver on Green Orchard or Kingdom. On Overlook I usually encounter one to two additional drivers. I would also like to point out that the drivers I do encounter are mindful of the speed limits.

From my personal experience, since the gates have been open, I haven't experienced heavy usage of these streets during the times that I travel. Therefore, I don't believe there's any reason to close the gates.

Sincerely,

Juli Graham  
1231 Pamplona Dr.  
Riverside, CA 92508  
951-206-1933

## Jenkins, Diane

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**From:** Boyd, Tom  
**Sent:** Monday, January 14, 2013 8:01 AM  
**To:** Jenkins, Diane  
**Subject:** FW: City Council Website Feedback

Fyi

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**From:** Hart, Nancy  
**Sent:** Sunday, January 13, 2013 11:01 PM  
**To:** Boyd, Tom; Libring, Steve  
**Subject:** Fwd: City Council Website Feedback

Just. FYI from resident who lives there. No need to answer. N

Sent from my iPad

Begin forwarded message:

**From:** <[webmaster@riversideca.gov](mailto:webmaster@riversideca.gov)>  
**Date:** January 11, 2013 2:48:33 PM PST  
**To:** <[nhart@riversideca.gov](mailto:nhart@riversideca.gov)>  
**Cc:** <[lcouncil@riversideca.gov](mailto:lcouncil@riversideca.gov)>  
**Subject:** City Council Website Feedback

First Name: Dolores  
Last Name: Green  
Address: 14097 Ashton Lane  
Zip: 92508  
Phone: 951-743-6464  
Email Address: [dgreen@rcmanet.org](mailto:dgreen@rcmanet.org)  
City Official: Ward 6 - Nancy Hart

Comments: Dear Councilwoman Hart: I am writing to voice my opinion regarding the gates at Crystal View Terrace and Green Orchard Way. I adamantly oppose keeping the gates open.

I am a resident of Crystal Ridge Estates and my backyard faces the corner of Corinthian and Berry St, although my address is 14097 Ashton Lane, Riverside 92508. We have lived at this address for 11 ½ years and have experienced the time PRIOR to the opening of the gates connecting Crystal View Terrace to our area, and have felt the TREMENDOUS impact of those gates being open on our neighborhood. I also clearly remember attending a meeting with Andy Bodewin regarding the planned development of the new houses off Overlook/Crystal View Terrace which created the extension of Crystal View Terrace and Overlook. At that time we were told the road would always be a cul-d-sac and it would NEVER be open to thru traffic. Obviously not true but spoken at the time they were trying to gain our community's support to build those houses!

When the City elected to remove the cul-d-sac and install locked gates, all continued to be well with traffic within our neighborhood. However, after several years the gates were open on

Crystal View Terrace, and all hell broke loose. Traffic has dramatically increased in our neighborhood with people from the outside using Berry/Crystal View as a shortcut to Overlook and beyond. Any day of the week, especially on the workdays, we can sit in our backyard, either morning or early evening (during the commute hours), and Berry road is streaming with endless cars racing through our neighborhood. Furthermore, we can watch the 3-way stop sign on the corner of Corinthian and Berry from our backyard and 8 out of 10 cars DO NOT stop but fly right through if there are no other cars around. It is an amazing sight to see and I invite you to come to our home one day and watch this. At the beginning, when the stop signs were installed there were motorcycle police writing tickets profusely. But after a couple of weeks the police disappeared but the traffic and running of stop signs have continued.

I do not have a strong opinion on the Overlook Parkway extension. However, I do know that the City's workaround (i.e. the opening of the gates at Crystal View Terrace and also at Green Orchard Way) has had a detrimental affect on our neighborhood by significantly increasing the traffic on neighborhood streets that were NEVER meant to be thoroughfares! Prior to the gates opening, we had a quiet neighborhood with traffic pretty much contained to those who live in the various Crystal Ridge Neighborhoods. Now we are inundated with traffic from outside our neighborhoods, including those who are opposing the Outlook extension because it will increase traffic in their neighborhood but they choose to take a shortcut through our neighborhood to reach both the west and east sides of Overlook!

I urge the City Council to **LOCK THE GATES AT CRYSTAL VIEW TERRACE AND RESTORE OUR QUIET, SAFE NEIGHBORHOOD** to what it once was. Our neighborhood was never meant to serve as a work around to the Overlook Extension. Thank you.

**From:** [Michael P. Grissom](mailto:Michael.P.Grissom)  
**To:** [Jenkins, Diane](mailto:Jenkins.Diane)  
**Cc:** [mpg1@coastside.net](mailto:mpg1@coastside.net); [Council Member Paul Davis](#)  
**Subject:** Public Comment on Draft Environmental Impact Report (EIR) Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (P11-0050) for the City of Riverside, California (SCH NO. 2011021028)  
**Date:** Wednesday, January 02, 2013 10:29:49 PM

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Dear Diane Jenkins,

This email is in response to the solicitation for comments on the subject EIR presented at the City of Riverside Ward 4 special community meeting at the Orange Terrace Community Center on December 13, 2012 and further adds to my oral comments at that meeting.

Specifically, here are my comments on the four Scenarios considered:

- **Scenario 1 [Gates Closed]**: As I noted at the public meeting, the arguments presented at earlier meetings by members of the Riverside Fire Department and other agencies have been very clear. There are public health and safety issues involved in closing access to public streets in an area with limited egress/entry in the neighborhoods affected by the Crystal View Terrace and Green Orchard Place gates. The public health and safety arguments are key, and closure of these gates represent an unwarranted risk to the public living in these neighborhoods and to the City of Riverside regarding potential future litigation should a bad incident leading to death or injury be potentiated by lack of prompt first responder action due to the gates being closed. Accordingly, I have let our Ward 4 Councilman, Paul Davis, know that I am strongly opposed to closure of the gates and support City of Riverside action to reject Scenario 1.
- **Scenario 2 [Gates Removed]**: This scenario addresses most of the public health and safety issues that impact the immediate neighborhoods as noted above for Scenario 1. Reduction of health and safety (as well as litigation) risks to the City of Riverside make this scenario a clear preference for many of my neighbors. The most immediately impacted residents, those residing on Green Orchard Place and Crystal View Terrace, appear to have had their initial concerns largely addressed by the installation of traffic flow protections (stop signs, speed humps and improved street painting). Again, I have let our Ward 4 Councilman, Paul Davis, know that I am strongly in favor of permanently removing the gates and support City of Riverside action to approve Scenario 2.
- **Scenario 3 [Gates Removed/Overlook Parkway completed to the NE]**: As I noted at the public meeting, Scenarios 3 and 4 do not immediately impact the issues raised in Scenarios 1 or 2 for residents in the neighborhoods not residing on Overlook Parkway other than such a connection would provide another route for the Riverside Fire Department Station on Alessandro Boulevard to improve emergency response times in those neighborhoods. Regarding the construction of an environmentally sound bridge over the Alessandro Arroyo and completion of Overlook Parkway between Via Vista and Alessandro Boulevard (which would expedite traffic flow to Canyon Crest and UCR), I believe that would facilitate traffic flow for current residents of the impacted neighborhoods as long as protective measures

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regarding enhanced traffic flow from outside the neighborhoods could be developed. Concerns raised at the public meeting regarding using Overlook Parkway as an alternate route for Moreno Valley residents to avoid the congestion on Alessandro Boulevard and the CA-91/CA-60/US 215 freeway nexus at commuting times should be given special attention. Accordingly, I have not given our Ward 4 Councilman, Paul Davis, strong feedback on this scenario as long as protection of environmentally sensitive areas during such construction are maintained and appropriate traffic flow protections installed.

- **Scenario 4 [Gates Removed/Overlook Parkway completed to the NE/Overlook Parkway completed to the West]**: I believe thoughtful and concerning comments were submitted by residents and orchard owners in the Casa Blanca area regarding the potential impact of the Westerly extension of Overlook Parkway following the Proposed C Street path. It is clear there potentially could be serious economic impact to some of the few remaining Riverside citrus orchards if this planned path were followed. Accordingly (and remembering the comments above for Scenario 3), I would strongly urge the planners of Proposed C Street to consider alternative paths that would minimize the economic and environmental impact of such an extension. The argument for this extension as presented in the EIR is weak and does not appear to meet the degree of rigor that a member of the public would expect if the plan were to meet the expectations of CEQA and the US EPA EIR mandated processes. Accordingly, I have not given our Ward 4 Councilman, Paul Davis, any feedback on this scenario due to the previous lack of detailed information regarding the Proposed C Street extension. I believe the City of Riverside should not approve Scenario 4 without significant improvements in the degree of rigor applied to the impacts to City of Riverside citizens (economic, environmental and societal).

I hope these comment are of value to you in collating the public responses to the EIR, interpreting my oral comments at the December 13, 2012 Public meeting, and to Councilman Paul Davis for future deliberations in the City of Riverside Council chambers.

Best Regards,

Michael P. Grissom, MSE, FHPS  
8068 Citricado Lane  
Riverside, CA 92508-8720  
T: 951-789-0516  
F: 951-789-0516  
C: 650-740-4975  
E: mpg1@coastside.net

# ENVIRONMENTAL IMPACT REPORT

## PUBLIC REVIEW PERIOD

This meeting is being held to give the public and interested parties an opportunity to submit comments regarding the adequacy of the environmental document for the proposed project. Written comments will be included in the public record for the Environmental Impact Report (EIR) for the project. Please record your comments in the space provided below and submit this form to City staff. Comments can also be submitted to City staff after today's meeting. All comments submitted after today's meeting should be hand-delivered, mailed, or e-mailed directly to the Planning Division located at 3900 Main Street, Riverside, CA 92522. Comments submitted via e-mail should be forwarded to Diane Jenkins, Principal Planner, at [DJenkins@riversideca.gov](mailto:DJenkins@riversideca.gov). All comments must be received no later than **Friday, March 1, 2013 by 5:00 p.m.** Thank you.

**Comments:**

I live on the corner of Overlook and Kingdom and I would like to go on the record as strongly opposing the Overlook Parkway connection. The connection would increase traffic congestion, not to mention the increase in crime pollution, the decrease in property values and the loss of the best neighborhood in Riverside. This connection would be detrimental to our community. I am in support of keeping the gates at Green Orchard and Crystal View open since the gates have been opened I have not seen a drastic increase of traffic into the area or any other behaviors that should cause concern from the gates and has cut down my drive time to Orange Crest. Thank you for your consideration.

*Use back of sheet if additional space is necessary.*

Name (please print): TROY GROMIS Signature: [Signature]

Mailing Address: 7415 Kingdom Drive Riverside CA 92506

E-mail Address: DOCTORG10246@netscape.net P11-0050/P12-0220, Exhibit 16  
Public Comments

**From:** [Tainter, Nola](#)  
**To:** [Jenkins, Diane](#)  
**Subject:** FW: Draft EIR for Overlook Parkway  
**Date:** Wednesday, January 02, 2013 11:32:22 AM

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*Nola Tainter*

Legislative Field Rep.  
Ward 4 – City of Riverside  
Councilman Paul Davis  
[NTainter@riversideca.gov](mailto:NTainter@riversideca.gov)  
Desk: 951.826.2318

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**From:** kurtgunther [mailto:kurtgunther@victoriaavenue.org]  
**Sent:** Saturday, December 29, 2012 10:55 PM  
**To:** Davis, Paul  
**Cc:** Tainter, Nola  
**Subject:** RE: Draft EIR for Overlook Parkway

Paul,

Thanks for explaining the process and adding me to the distribution list. I plan to attend the meetings.

Kurt

---

**From:** Davis, Paul [mailto:PDavis@riversideca.gov]  
**Sent:** Saturday, December 29, 2012 6:55 PM  
**To:** kurtgunther@victoriaavenue.org  
**Cc:** Tainter, Nola  
**Subject:** RE: Draft EIR for Overlook Parkway

Kurt,

The meeting in February will follow a complete review, questions, and answer period, just as we did in the December Meeting. At that time, if we need an additional 30 days, then I will strongly consider it. I want to make sure that everyone touched by this issue has had ample ability to review it, attend meetings, discuss and comment. It is very important to me that this be the process. Just let me know and hope that you can attend one or all of the meetings. I will see to it that staff adds you to the email list.

Paul Davis  
Council Member - Ward 4  
City of Riverside

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**From:** Davis, Paul  
**Sent:** Saturday, December 29, 2012 5:02 PM  
**To:** kurtgunther  
**Cc:** Tainter, Nola  
**Subject:** RE: Draft EIR for Overlook Parkway

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Kurt,

Holiday has been good so far. Thanks for asking. I have spoken with staff and have extended the Comment Period on the DEIR to the first week of March. This should provide reasonable amount of time for review and comment. Additionally, I will hold another Community Meeting on Feb 20 at the Orange Terrace Community Center. The meeting will include staff and be focused on this issue. Start time will be at 6:30pm. Additionally, there are several other meetings in January, to be followed by the Planning Commission Meeting, then the full Council hearing.

Paul Davis  
Council Member - Ward 4  
City of Riverside

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**From:** kurtgunther [kurtgunther@victoriaavenue.org]  
**Sent:** Saturday, December 29, 2012 4:48 PM  
**To:** Davis, Paul  
**Subject:** Draft EIR for Overlook Parkway

Hi Paul,

I hope the Holidays have been good to you.

I was hoping to have heard from you by now from my earlier email. We need additional time to understand the DEIR. I am asking for an additional 90 to 120 days for the comment period. Other folks I talk to are equally concerned about the timing of the DEIR's release and the inadequate amount of time to prepare comments.

Looking forward to hearing from you.  
Sincerely,  
Kurt

**Kurt Gunther, Communications/Membership Director**

Direct line: 951-732-9053

PO Box 4152 • Riverside CA 92514 • 951-398-1032

Victoria Avenue Forever is a public benefit nonprofit 501(c)(3) corporation (Tax ID 33-0571694)

dedicated to the preservation and beautification of Victoria Avenue.

Contributions are 100% tax deductible.



You can also visit us on the web at: [www.victoriaavenue.org](http://www.victoriaavenue.org)

**From:** [Hayes, Steve](#)  
**To:** [Jenkins, Diane](#)  
**Subject:** FW: Draft EIR  
**Date:** Wednesday, January 02, 2013 2:42:50 PM

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Hi Di:

When you return to the office, can you please provide Nola with this information? I talked it over with Kristi and she agreed that it is public information to disclose and we could just forward them the contract to spell out the breakdown of costs.

Thanks,

**Steve Hayes, AICP**  
**City Planner**  
**City of Riverside Planning Division**  
**3900 Main Street, Riverside, CA 92522**  
**(951) 826-5775**  
**[shayes@RiversideCa.gov](mailto:shayes@RiversideCa.gov)**

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**From:** Tainter, Nola  
**Sent:** Wednesday, January 02, 2013 2:14 PM  
**To:** Hayes, Steve  
**Subject:** FW: Draft EIR

Hello, and Happy New Year!

Please see the email below, can you provide me and Councilman Davis this info please?

Thank you!  
Nola

*Nola Tainter*  
Legislative Field Rep.  
Ward 4 – City of Riverside  
Councilman Paul Davis  
[NTainter@riversideca.gov](mailto:NTainter@riversideca.gov)  
Desk: 951.826.2318

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**From:** Davis, Paul  
**Sent:** Wednesday, January 02, 2013 2:12 PM  
**To:** Tainter, Nola  
**Subject:** FW: Draft EIR

Can you get with Steve and his crew to get me the dollars and source?

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Public Comments

Thanks

Paul Davis  
Council Member - Ward 4  
City of Riverside

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**From:** kurtgunther [kurtgunther@victoriaavenue.org]  
**Sent:** Monday, December 31, 2012 9:32 AM  
**To:** Davis, Paul  
**Subject:** Draft EIR

Paul,

Happy New Year to you!

After perusing the DEIR I have a question at this time.

Can you tell me how many tax dollars were spent on developing the DEIR, and the estimated budget for the entire EIR ? I don't mean construction costs, just the administrative costs for preparing, performing and compiling the whole study.

Thanks,  
Kurt

**Kurt Gunther, Communications/Membership Director**

Direct line: 951-732-9053

PO Box 4152 • Riverside CA 92514 • 951-398-1032

Victoria Avenue Forever is a public benefit nonprofit 501(c)(3) corporation (Tax ID 33-0571694)

dedicated to the preservation and beautification of Victoria Avenue.

Contributions are 100% tax deductible.



You can also visit us on the web at: [www.victoriaavenue.org](http://www.victoriaavenue.org)

**From:** [Hayes, Steve](mailto:Hayes.Steve)  
**To:** [Jenkins, Diane](mailto:Jenkins.Diane); [Zelinka, Al](mailto:Zelinka.Al)  
**Subject:** Fwd: Overlook Parkway Draft EIR Project (P11-0050)  
**Date:** Wednesday, December 19, 2012 10:36:59 AM

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Fyi

Sent from my iPhone

Begin forwarded message:

**From:** "MacArthur, Chris" <[CMacArthur@riversideca.gov](mailto:CMacArthur@riversideca.gov)>  
**Date:** December 19, 2012 10:28:41 AM PST  
**To:** kurtgunther <[kurtgunther@victoriaavenue.org](mailto:kurtgunther@victoriaavenue.org)>, "Davis, Paul" <[PDavis@riversideca.gov](mailto:PDavis@riversideca.gov)>  
**Cc:** "Smith, Kristi" <[Ksmith@riversideca.gov](mailto:Ksmith@riversideca.gov)>, "Hayes, Steve" <[shayes@riversideca.gov](mailto:shayes@riversideca.gov)>  
**Subject: Re: Overlook Parkway Draft EIR Project (P11-0050)**

Thanks Kurt. I would be supportive of an extension, but I would ask Paul to make the request. This is his Ward and he also serves on the Land Use Committee. Let me discuss with or wait for Paul's response to your request.

Best wishes,

Chris MacArthur  
Councilmember, Ward 5  
City of Riverside

On Dec 19, 2012, at 10:12 AM, "kurtgunther" <[kurtgunther@victoriaavenue.org](mailto:kurtgunther@victoriaavenue.org)> wrote:

Hi Chris,

We need more time to review the recent draft EIR for Crystal View Terrace/Green Orchard Place/Overlook Parkway Project. I know that Paul Davis requested and got a 30 day extension. We thank him for that effort.

We need an additional 60-120 day extension for our review. This report is huge: 700 pages with an additional 1400 pages of addendums. Our requested time extension is fair because the city took two years to prepare the DEIR, and there is no urgency to finalize the DEIR at this time. Citizens/voters have to review these documents on their own time,

after working a full day to support their families. We don't have dedicated staff nor the resources to hire consultants.

As you already know, traffic on Victoria Avenue would be severely impacted if any of the four (4) scenarios were approved at this time without addressing the impact on Victoria Avenue. Furthermore, Victoria Avenue is specifically protected by Proposition R and Measure C. These initiatives specifically mandate the city to reduce traffic on Victoria Avenue and Greenbelt streets.

We need your help by asking for more time to review this document so we can perform our due diligence.

Best regards,  
Kurt Gunther  
951-732-9053

January 31, 2013



Ms. Diane Jenkins, AICP, Principal Planner  
City of Riverside  
Planning Division  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside, CA 92522

Subject: Draft Environmental Impact Report (EIR)  
Crystal View Terrace/ Green Orchard Place/ Overlook  
Parkway Project (P11-0050) for the City of Riverside, California.

Dear Ms. Jenkins:

This letter is being written in response to the above DEIR. All four scenarios and many aspects of the EIR disregard Proposition R and Measure C, both voted into law by the People of Riverside in 1979 and 1987, respectively. My concerns are identified below:

All scenarios stipulated in the DEIR affect the content and purpose of Proposition R and Measure C. I do not understand how the DEIR says that there is minimal impact to areas affected by Proposition R and Measure C, specifically the Greenbelt and Victoria Avenue. All of the 4 scenarios impact areas affected by these ordinances.

- Why wasn't a fifth (5) scenario proposed that would remove the connection of Overlook Parkway from the Riverside General Plan-permanently? This removal was implemented in the mid-1990's and then quietly reinstated a few years later when the political climate changed.
- All 4 scenarios increase traffic congestion in the Greenbelt and Victoria Avenue. This directly conflicts with Measure C Section 5.2.c "Protect Greenbelt streets from heavy traffic"; Section 5.c.d "Any future roads and/or utility service shall be located so as to protect the wildlife refuge, agricultural land, and open space character of the area.
- The traffic study performed by the consultant did not take into account the potential heavy truck traffic originating from the industrial areas West of the 215 and North of Alessandro Blvd. and adjacent to Sycamore Canyon Park. Connecting Overlook Parkway would encourage this heavy truck traffic quicker access to the 91 freeway and destinations west of Riverside. There would also be heavy truck traffic moving in the opposite direction to this path.

- The traffic study has not considered the Madison street grade crossing (BNSF) in Casa Blanca and the potential for serious gridlock for traffic that is backed-up due to railroad activities (estimated 100 trains per day.)
- How about including a study that deals with the infrastructure at the 91 Freeway and Madison St. An increase in traffic at this junction would cause considerable traffic backup on Madison Street and also the 91 Freeway. Even with current traffic volumes, the intersections of Madison Street, Indiana Avenue and the 91 Freeway are seriously congested. It doesn't take a traffic engineer qualifications and vision to see it is currently a mess. Why would the city want to increase the traffic at this already busy intersection and make it worse than it already is?

The draft environmental impact report uses flawed analysis in that – growth, traffic and pollution are all looked at regionally and not locally. “none of the four scenarios would alter land use designations or result in increased growth in the *Region* beyond what has already been projected...” On page 3.2.22 regarding pollution it says, “In order to address operational emissions, the *County of Riverside* was selected as a study area...”

The draft EIR states, scenario 3 (connecting Overlook Parkway) would have no significant impacts. What happens to the increased traffic once it arrives at Washington Street? Where does it go? Victoria Avenue would be severely impacted. Under scenario 4, the conclusion is that it would create “a substantial adverse change to Victoria Avenue and Greenbelt streets and would be significantly detrimental to agriculture and open spaces in the Greenbelt.”

- Again, this is in direct conflict with Measure C. Measure C is designed to reduce traffic on Victoria Avenue and the Greenbelt, and also to promote agriculture. Why wasn't this addressed properly?

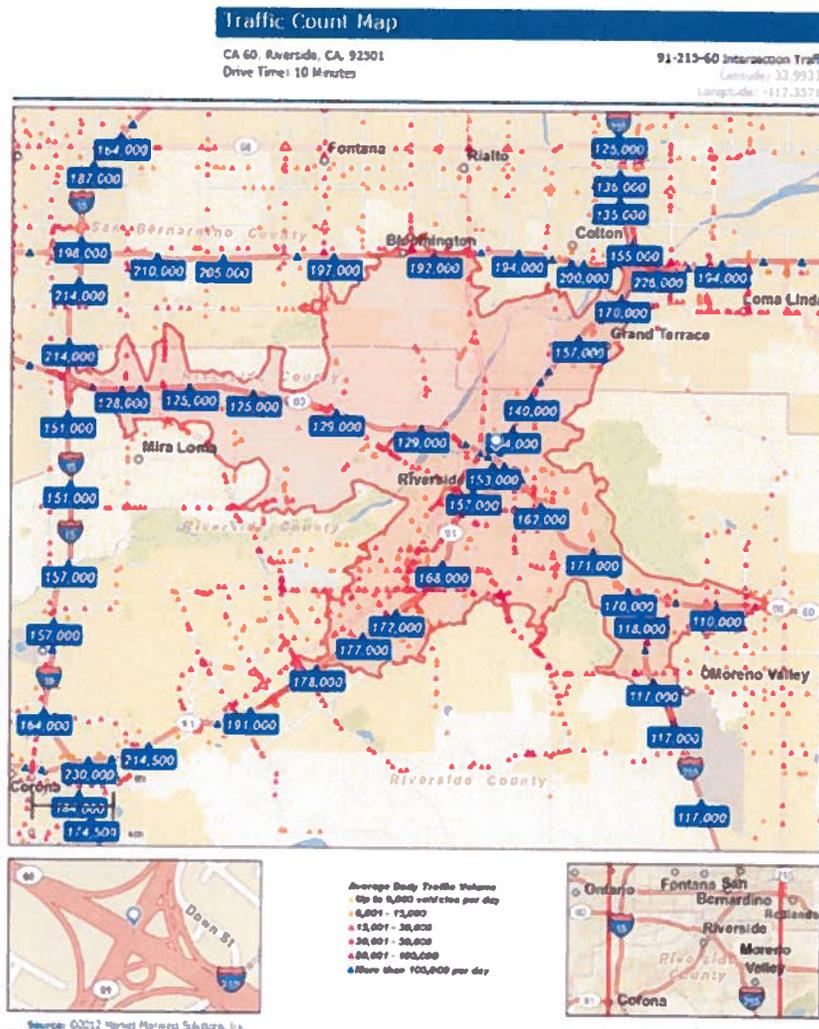
3.9.10 mentions “traffic calming measures necessary to protect local streets in the area.”

- Please clarify. I believe the draft EIR does not address how traffic calming will take place for new traffic that will seek alternate paths through residential neighborhoods to get to the 91 freeway from Moreno Valley and vice-versa.
- Please clarify. Discussion of Proposition R and Measure C and their implications are not properly addressed in the draft EIR. Victoria Avenue is the centerpiece for Proposition R and Measure C and would be significantly negatively impacted.

NOISE LEVELS – How does increasing traffic not increase noise?

TRANSPORTATION/ TRAFFIC Under scenario 4 – new traffic signals are proposed for the intersections at Madison St/Victoria Avenue and Washington Street/Victoria Avenue. Again, this is another attempt at ruining Victoria Avenue which is a direct violation of Proposition R. Proposition R specifically states that the City is required “to reduce costly urban sprawl by preserving Riverside’s Citrus...and Victoria Avenue.” Signalizing these intersections just compounds traffic issues and is a distraction from the beauty of Victoria Avenue

- Please clarify. The DEIR does not address the effect this signalization and road changes, tree removal, etc., has on Victoria Avenue as a historical resource and community jewel.
- I performed a traffic analysis of my own using state-of-the-art software. See graphic below. How can the DEIR not recognize that there are approximately 170,000 vehicles travelling per day through the intersection of the 215 and 60 Freeways in Moreno Valley and then points West. It is myopic and unrealistic to suggest that a major portion of these vehicles would not want a shortcut to the 91 Freeway via Alessandro/Overlook/Victoria/Madison. And the City of Riverside paid the consultant, Recon, \$500,000 for their inadequate and unprofessional report...



January 02, 2013

## CUMMULATIVE IMPACTS

- How does one purport that the increased traffic, noise, and pollution spawned in scenario 3 “would not contribute to the potential cumulative loss of historical resources, and no impact would occur.” Specifically, the impact on Victoria Avenue as cars arrive at Washington Street and Madison Street.

## LAND USE AND AESTHETICS

- The suggested road improvements are incompatible with Proposition R and Measure C. The introduction of the proposed C Street violates the intent of Measure C and Proposition R. How can these long standing laws be so blatantly disregarded? This is just another attempt to whittle away at Proposition R and Measure C and is exactly why Measure C was created: to combat abusive and insensitive bureaucracy.

I feel that this DEIR is distressingly inadequate and does not fully address the importance of Proposition R and Measure C and applying their guidelines. I recommend that a Scenario 5 be added to the DEIR so that the Overlook Parkway segments are not connected, the bridge over the Alessandro Arroyo is never built, the proposed “C” street never again contemplated and the gates at Crystal View Terrace/Green Orchard Place be permanently closed and permanent barriers installed.

I would further recommend that the City of Riverside educate the consultant, Recon, of the serious implications of playing down the importance of Proposition R and Measure C in our community.

I propose that the general plan be amended to delete the Overlook Parkway connection permanently so that it will never be considered again.

Sincerely yours,



Kurt D. Gunther

## Andrade, Frances

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**From:** wisam haddad <wbhaddad@aol.com>  
**Sent:** Wednesday, February 06, 2013 1:42 PM  
**To:** Davis, Paul; Jenkins, Diane  
**Subject:** We do not want Overlook extended into the Moreno valley traffic please read

We do not want the Moreno Valley traffic in our area. We paid millions of dollars for these homes--- we pay too much tax yearly and now you are going to drag down the price of our real-estate--. This is a quiet, estate living community-- we are not ,NOT Allesandro or Arlington. You should have a place like "The Top of Overlook" to show to people who have money and want to move into the Riverside area.

Again, we are against the idea of extending Overlook and opening it up to become another busy,commuting area---- this is in the interest of both the city of Riverside and us as home owners.

Dr. W.B. Haddad  
969 Talcey Terrace  
Riverside Ca. 92506  
951 789 9015

**Andrade, Frances**

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**From:** wisam haddad <wbhaddad@aol.com>  
**Sent:** Wednesday, February 06, 2013 9:29 AM  
**To:** Jenkins, Diane  
**Subject:** Please do not open Overlook parkway to the Moreno Valley Traffic please read

We bought our property here on Overlook because of the Quietness. The air is better quality also . I really feel like we are just pawns to be pushed around and that this plea to not open Overlook will probably not even be read-- but here it is..

Sincerely  
Anne Haddad  
969 Talcey Terrace  
9951 789 9015

## Jenkins, Diane

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**From:** Steve Hallgren <hallgren@pacbell.net>  
**Sent:** Wednesday, January 09, 2013 1:22 AM  
**To:** Jenkins, Diane  
**Cc:** Paul Davis  
**Subject:** Overlook Parkway

Re: **CRYSTAL VIEW TERRACE/GREEN ORCHARD PLACE/OVERLOOK PARKWAY PROJECT (P11-0050) FOR THE CITY OF RIVERSIDE, CALIFORNIA (SCH NO. 2011021028)**  
**REVISED**

We request the City keep the existing General Plan without revisions. That is **Scenario 1 - Gates closed to through traffic, no connection of Overlook Parkway**: Under Scenario 1, both Crystal View Terrace and Green Orchard Place gates would remain in place and be closed until Overlook Parkway is connected to the east across the Alessandro Arroyo, to Alessandro Boulevard, and a connection westerly of Washington Street is built.

Our request preserves many of the General Plans objectives, such as:

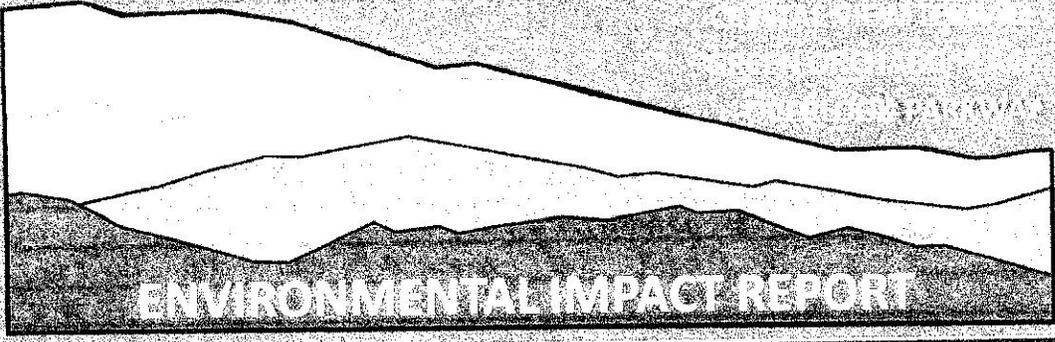
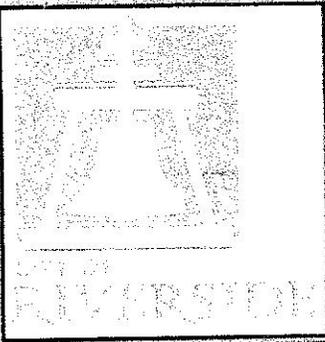
- Objective 54 - Preserve the low-density, hillside character of the Hawarden Hills neighborhood.
- Objective 85 - Preserve and enhance the largely residential character of the Victoria Neighborhood.
- Objective 4 - Provide a connection between Washington Boulevard and SR-91 via an extension of Overlook Parkway.
- Objective 6 - Reduce peak-hour trips, roadway congestion and air pollution.
- Objective 7 - Minimize or eliminate cut-through traffic within Riverside's residential neighborhoods.
- Objective 8 - Protect neighborhoods and reduce the risk posed to young children and other residents by vehicular traffic on local roadways.
- **Air Quality Strategies**  
Objective 2 - Reduce air pollution by reducing emissions from mobile sources.

In addition, we (and other directly effected residents of this project) request information from the city prior to deciding on a different scenario:

1. The cost and how it will be funded.
2. Emergency response times (existing vs estimated without gates).
3. Cost to install automatic opening of gates for Emergency Responders.
4. Change in noise level to existing residents in the area (existing vs estimated increase).
5. The effect on Historic Victoria Avenue, Gage Canal, and existing foliage (mainly citrus) from increase traffic and emissions.

Steve and Penny Hallgren  
7060 Moonstone Circle (35 years)  
951-780-7807  
[hallgren@pacbell.net](mailto:hallgren@pacbell.net)

Please note that in addition to our current residence we have a future residence that is effected by this project, 7110 Hawarden Dr. In addition, this project also impacts two other residential properties we own in the immediate area, 7050 Moonstone Cir. and 2621 Jessica Rd.



# PUBLIC REVIEW PERIOD

This meeting is being held to give the public and interested parties an opportunity to submit comments regarding the adequacy of the environmental document for the proposed project. Written comments will be included in the public record for the Environmental Impact Report (EIR) for the project. Please record your comments in the space provided below and submit this form to City staff at the meeting. **You may also turn this form if you wish to speak at today's meeting.** Comments can also be submitted to City staff after today's meeting. All comments submitted after today's meeting should be hand-delivered, mailed, or e-mailed directly to the Planning Division located at 3900 Main Street, Riverside, CA 92522. Comments submitted via e-mail should be forwarded to Diane Jenkins, Principal Planner, at [DiJenkins@riversideca.gov](mailto:DiJenkins@riversideca.gov). All comments must be received no later than **Friday, February 1, 2013 by 5:00 p.m.** Thank you.

### Comments:

- 1.) where did Road "C" route come from?  
was there an original route different route from original route?
- 2.) TRAFFIC ~~PERIOD~~<sup>PATTERN</sup> & AMOUNTS where during commute time?
- 3.) what ~~is~~ information is given to DEVELOPERS about COST ASSOCIATED with BRIDGE?
- 4.) ~~How~~ where is money to come from?
- 5.) Existing ROUTE "C" or ALTERNATIVE before BRIDGE.

Use back of sheet if additional space is necessary.

Name (please print): PENNY HALLGREN Signature: Penny Hallgren

Mailing Address: phallgren@pacbell.net

E-mail Address: 7060 Moonstone Cir + 7110 HAWARDEN AVE.

## Andrade, Frances

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**From:** Omid Hamzeinejad <omidh44@hotmail.com>  
**Sent:** Friday, January 18, 2013 2:16 PM  
**To:** Jenkins, Diane  
**Cc:** Omid Hamzeinejad  
**Subject:** Overlook Parkway Extension

Hello Diane,

I moved to a home a little over two years ago off of Overlook Parkway on Westborough Ln. I moved here because of the beauty, minimal traffic and safety of the area. I also communicated with several people within the City that overlook would not extend through and was assured of this. Now I get this report that it's up for approval.

I would like to voice my concern regarding this matter. I would like to let you know that if this gets passed, I will list my home for sale the next day that follows. This will disrupt what the area stands for and the pride that the home owners have for its community. This will make drastic impact on the traffic not only on Overlook itself, but it will create an enormous bottle neck congestion on Washington and Indiana. These streets were not created for major through traffic, but for local usage only. I'm also concerned with the level of crime and theft that will increase if people have direct access to our community.

\*\* Last I checked, the majority of the residence that own homes off of Overlook are local Business/Corporation Owners, Physicians, Attorneys, and prominent Public Officials within the City of Riverside. I can't imagine they would be pleased to see their home values drop and safety be jeopardized due to the increased traffic and congestion that this extension will create.

Please let me know what else I can do to voice my opinion against this extension proposal.

Regards,

Omid Hamzeinejad

## Andrade, Frances

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**From:** Michelle Hamzeinejad <MichelleShirk@hotmail.com>  
**Sent:** Friday, January 25, 2013 3:42 PM  
**To:** Jenkins, Diane  
**Subject:** Opposition to the Proposed Overlook Extension

Good afternoon Ms. Jenkins,

I would like to express my extreme opposition to creating an extension on Overlook parkway. We moved into this neighborhood 3 years ago because of the safe, quiet, and clean streets. Our house is located with our backyard directly looking onto Overlook Parkway. If this street was extended to connect to Alessandro, the noise would increase greatly creating an unpleasant living environment for my family. Not only would the noise and traffic increase, but so would the potential for crime. I am a stay at home mother to my two young children and my husband works many late nights and travels away frequently on business trips. Currently, I feel very safe when I am alone, however, I am afraid that if Overlook is extended, I would not have that piece of mind.

Thank you for taking the time to listen to my concerns and objections. I hope the city does not go through with these plans as it will greatly affect every resident who resides along Overlook Parkway.

Sincerely,  
Michelle Hamzeinejad  
632 Westborough Lane  
Riverside, Ca 92506

## Jenkins, Diane

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**From:** Marie Harrigan <marie@plascorinc.net>  
**Sent:** Thursday, January 17, 2013 3:00 PM  
**To:** Jenkins, Diane  
**Subject:** Ref; Overlook parkway connection

Dear Ms. Jenkins;

We attended the Jan. 9th meeting regarding the overlook connection, and I should have spoke my concerns then regarding this proposal.

We live on the corner of Overlook Parkway & Orozco. Intersection #28 ( in the DEIR ) area.

I am very concerned about the congestion this will create on our corner and down Overlook to Washington St.

**Our front yard touches Overlook, and I have small children that would be very effected by the cars running through this intersection.**

Considering the main reason for this new thoroughfare is to help Moreno Valley residents find a better way to the 91 freeway is not a good idea. If I really thought it would ease major congestion I might be for it. But I believe it will be worse than Alessandro Blvd. Also I cannot understand the benefit of widening Washington or Madison Streets to 4 lane hiways. Madison just completed a median improvement and a new Library. How do you come thru there without displacing some residents? What about the rail crossing??I would think a grade crossing there will be more expensive than the connection project itself! Unless there is going to be new off ramps and a widening at Indiana and Madison this will create a traffic nightmare. It is so congested there ,as you go to get on the freeway. We already get a huge back up on Indiana heading west to get on the 91 freeway, fighting all of the back up in the right hand lane waiting to get into the " In N Out burger" there!!

I didn't realize how precious the green belt area and Arlington Heights really is until now.

I came from Orange County 5 years ago, and I longed for the modern Urban Sprawl, with lots of shopping!! But I have come to understand Riverside's philosophy and why people are striving to protect the greenbelt/Victoria area.. There are so few orange groves left, and the history of Victoria Ave. is much Grander than I realized. Isn't that what makes Riverside so special!

Once us newcomers realize there is so much farming history here, we do come to appreciate it.

Allowing another Alessandro to blast through this historic area would be disastrous!!

Please don't make me move my family and my business back to Orange County!

I'm starting to really like it here, and I bought our home in one of the nicest neighborhoods of Riverside because of the quiet, peaceful arroyo's and greenbelts here.

PLEASE TAKE A MORE SERIOUS LOOK AT THE PEOPLE YOU ARE GOING TO DISTURB WITH THIS NEW HIWAY!....THESE ARE THE PROFESSIONAL/BUSINESS PEOPLE RIVERSIDE HAS BEEN WORKING TO ATTRACT FOR MANY YEARS!! ..... THE PEOPLE WHO RESIDE IN CASA BLANCA NEIGHBORHOOD DESERVE PEACE AND QUIET ALSO!

Thank you for your time

Regards,

**MARJE HARRIGAN**

*PLASCORINC.*

*972 COLUMBIA AVE*

*RIVERSIDE, CA. 92507*

*951-328-1010*

[MARIE@PLASCORINC.NET](mailto:MARIE@PLASCORINC.NET)

## Jenkins, Diane

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**From:** Jenkins, Diane  
**Sent:** Tuesday, March 12, 2013 11:46 AM  
**To:** Frank Heyming  
**Subject:** Re: Victoria Avenue Forever response to Overlook Parkway draft EIR

We did receive the letter. The next step will be to prepare for City Planning Commission. All who contacted us will receive a notice prior to the hearing.

Thanks

Di

On Mar 12, 2013, at 9:30 AM, "Frank Heyming" <[frankheyming@gmail.com](mailto:frankheyming@gmail.com)> wrote:

> Diana, We are having a board meeting of Victoria Avenue Forever tomorrow night. Can you confirm receipt of our response to the draft eir, and let us know what the next step will be? We would like to be kept informed of any public meeting on this item. Thank you.

>

> Frank Heyming, Pres.

> Victoria Avenue Forever

## Jenkins, Diane

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**From:** Karen Hoch <kmhoch@yahoo.com>  
**Sent:** Tuesday, February 26, 2013 6:29 PM  
**To:** Jenkins, Diane  
**Cc:** pauldaviward4@aol.com  
**Subject:** Gates at Crystal View Terrace and Green Orchard

I have a serious concern regarding closing the gates at Crystal View Terrace and Green Orchard. I have lived in Riverside since 1989 and truly love the city.

As a taxpayer, I feel that it is the taxpayer's right to be able to drive on public streets which our taxes pay to maintain.

My daughter lives off of Bradley and I live off of Via Vista. With the gates open the drive is 3 miles, when they were closed it was a 12 mile drive. I strongly request that City Council to not vote on Scenario 1. Any of the other 3 Scenarios would be acceptable, although Scenario would cut off an additional 3/4 mile, I feel connecting Overlook over the Alessandro Arroyo would be quite costly and our city can better use the money in other ways, i.e., public safety, public schools, etc.

In general, I feel that the City Council is doing a good job and I'm very happy with our Councilman, Paul Davis. He always listens to his constituents and is easy to approach. Although I understand that the City Council cannot please everyone and they must do what they feel is right for Riverside.

Thank you for your time and consideration.

Karen M. Hoch  
1753 Vista View Terrace  
Riverside, 92506  
951 789-9899  
[kmhoch@yahoo.com](mailto:kmhoch@yahoo.com)

## Jenkins, Diane

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**From:** Tom Hunt <tom@huntpublicrelations.com>  
**Sent:** Monday, January 07, 2013 3:17 PM  
**To:** Jenkins, Diane  
**Cc:** Geri Hunt; 'Bill Wilkman'  
**Subject:** Overlook Parkway : Oppose

**Importance:** High

Dear Ms. Jenkins,

With trust that this finds you well.

My wife and I reside at 2141 Westminster Dr., 92506 and are writing you today to express our views and ask you to include in Public Comments to the Council our **opposition to not just the extension of Overlook Parkway but as well allowing the gates at Crystal View to remain open**; therefore we support the “Scenario One” which closes these gates and leaves Overlook as status quo.

Geri and I have been residents at 2141 Westminster Dr for a little less than a year having moved here from our original home of 24 prior years just the other side of Overlook at 1080 Tiger Tail Dr. and I must share with you Ms. Jenkins we have been astounded by the amount of traffic which comes thorough our neighborhood at the intersection of Westminster and Gainesboro . This traffic is consistent and of a number that betrays that the vast majority are not residents of our rather small neighbor of some 30 homes but in reality this traffic is attributed to cut-through traffic headed to or from the Allessandro via the short-cut allowed by Crystal View’s open gate access.

It is my understanding that the EIR did little to discuss the mitigation that should be required to stem this unusually high volume of traffic should as present Crystal View were to remain open.

Your report ( Table 3. 10-4) does indicate that traffic in our neighborhood leading to or proceeding from Mary Street has tripled ( 773 to 2,022 vehicles per day) and I can vouch that the number is representative and more of what occurs here daily.

Our new home is well recognized for its large trees and the “ Louisiana” architecture set directly on Westminster and Gainesboro’s corner. This past weekend while shopping at the Stater’s on Mary Street my wife ran into a friend at the register check-out we hadn’t seen since relocating . My wife and her friend’s discussion , where they talked about the home, was overheard by the cashier who offered that she too admires the architectural of our home and its setting, and that she drives by it each day to/from work at Stater’s from here home in Mission Grove : I swear this is a true story and

while anecdotal is just one additional indication that the vast majority of our neighborhood traffic is resulting from Crystal View's open gates .  
Overlook has been beaten to death by multiple Riverside groups from residents to environmentalists' for years now and while I understand its purported need to link Allessandro and the 91 freeway there are multiple long-standing impediments which you are aware of and need no retelling here that should warrant the Extension be put to rest and never extended.

In fact I do not know of any public official, elected or appointed, whom advocates for the extension of Overlook. Yet the City has inexplicitly allowed Crystal View's cut-through to exist all of which intended or not clearly demonstrates that Overlook vehicles will take the most convenient route to the 91 or mid-city Riverside which unfortunately for us all is not a course to Washington, Victoria and Indiana but one that swiftly passes through our small neighborhoods connected to Mary Street.

We urge the Council to adopt "Scenario One " and soon after close the gate at Crystal View.

Thank you for your diligent work in compiling all for the Staff and Council Review.

Respectfully Yours,

Tom & Geri Hunt Public Relations  
2141 Westminster Drive, 92506

(951) 780-8901