

**From:** [Tainter, Nola](#)  
**To:** [Jenkins, Diane](#)  
**Subject:** FW: Help on responding to the EIR for the Overlook Parkway Extension  
**Date:** Wednesday, January 02, 2013 11:31:56 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:** Davis, Paul  
**Sent:** Sunday, December 30, 2012 4:47 PM  
**To:** Steve Jones  
**Cc:** Tainter, Nola  
**Subject:** Re: Help on responding to the EIR for the Overlook Parkway Extension

Mr. Jones,

I have extended the comment period to the first week of March 2013, in an attempt yo provide ample time for review, attendance at related meetings, and comment. Additionally, I will hold an additional meeting on this issue on Feb. 20 at the Orange Terrace Community Center, beginning at 6:30p. A prior meeting will be held on Jan 9, 6:00p at the County Board of Supervisors meeting Room downtown. Please check the time of the Jan. 2013 meeting to confirm. I hope this helps. Let me know if you have any further needs or questions.

Paul Davis  
Council Member - Ward 4  
City of Riverside  
Sent From My iPad

On Dec 30, 2012, at 2:19 PM, "Steve Jones" <[kazumman@aol.com](mailto:kazumman@aol.com)> wrote:

Hello Mr. Davis,

I understand the City is getting ready to consider the what to do about the Overlook Parkway bridge.

I have lived in Riverside for 60 years and had the good fortune to lived in the Overlook Parkway area for over 30 years ..... even from before a street called Overlook existed.

I understand that the draft EIR for what to do about Overlook as been completed and the public has a certain amount of time to respond to it. Many of my neighbors and I are upset about how disruptive and intrusive the connection of Overlook between Alessando and Washington would be to our quiet, safe and unique neighborhood.

respond to the EIR and do not feel that one or two months is enough time. The consultants that put together the EIR have had over a year to do their work. To adequately respond, the citizens of this neighborhood feel we need something like 6 months (half the time of the consulting company that did it) to do an adequate job.

Could the city please provide our neighborhood more time to respond?

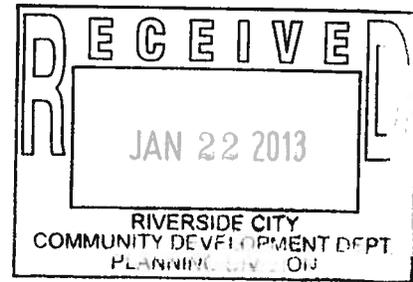
Sincerely,

Steve Jones  
1430 Rimroad  
Riverside, CA 92506

Phone: 951-780-8434

January 15, 2013

Diane Jenkins, AICP, Principal Planner  
City of Riverside, Planning Division  
3900 Main Street, 3rd Floor  
Riverside, CA 92522



**Stephen &  
Marla Jones**

1430 Rimroad  
Riverside, CA  
92506

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

Dear Ms. Jenkins,

As residents of Alessandro Heights / Overlook Parkway neighborhood we are strongly opposed to the construction of a connection bridge on Overlook Parkway because such an expensive bridge would increase traffic and destroy the tranquility of several unique neighborhoods and such an intrusion of traffic would be contrary to the citizen's wishes expressed in "Measure C" and "Proposition R".

If Overlook Parkway was to be developed with connection between Alessandro Blvd. and Washington Street and even on to Madison Street it couldn't help but result in dramatically increasing traffic on Overlook Parkway and on the sections of Victoria Avenue that presently have the least amount of traffic and are most like what Riverside's forefathers intended.

And for what reason? For the convenience of those in Moreno Valley and Orange County looking for a better way to avoid the 215/91/60 interchange.

The City of Riverside also needs to be reminded that the residents on each side of Overlook Parkway and The Greenbelt built and purchased their homes according to the large lot stipulations of Citizens' Initiatives "Proposition R" and "Measure C". These citizen initiatives were intended to provide Riverside with unique greenbelt and hillside neighborhoods that help make our community an extraordinary and unique place to live.

Should the city elect to try to move forward with a connection bridge on Overlook, it should not only expect multi-millions of dollars of costs to build the bridge and for street improvements, but the city should also be prepared for countless dollars of legal expenses and potential legal liabilities that would result from numerous legal challenges and lawsuits from Overlook, Greenbelt and Casa Blanca neighborhood homeowners who have the reasonable expectation that the city honor the terms of "Measure C" and "Proposition R". There will also likely be legal and punitive costs and property tax value losses that would result from decreased home values in these neighborhoods because they would be less desirable places to live and raise a family.

I would encourage Riverside's new mayor and city council to do everything possible to once and for all make absolutely sure a connection bridge on Overlook NEVER happens because to do so will guarantee that the Alessandro Heights, Greenbelt and Casa Blanca neighborhoods remain special neighborhoods that meet the reasonable expectations of its residents and homeowners. Riverside's unique hillside, greenbelt and Latino neighborhoods should not be forced to cope with additional traffic. We need to keep additional traffic off of scenic Victoria, Madison, Washington and Dufferin Avenues, and we need to guarantee that Riverside does not become another Orange County and remains a city that has special neighborhoods that are exceptional places to call home.

Sincerely,

Stephen Jones

Marla Jones

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Public Comments

## Andrade, Frances

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**From:** Susanna <snrkalu@gmail.com>  
**Sent:** Saturday, January 26, 2013 11:40 AM  
**To:** Jenkins, Diane  
**Subject:** Overlook Parkway Extension

To: Diane Jenkins, Principal Planner, City of Riverside

Dear Ms Jenkins,

We are retired Riverside County employees. We have invested all our savings into the house in Hawarden Summit community on Overlook Parkway. We were hoping to spend our retirement years in quiet and peaceful neighborhood. We enjoy bicycling in the neighborhood and working in our garden. We are concern that our quality of life and value of the house will be effected by the extention of the Overlook Parkway.

Susanna and Rafiq Kalu  
Chateau Ridge Lane, Riverside

**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 7:37:09 AM

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

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**From:** Paul Davis Ward 4 [mailto:[pauldavisward4@aol.com](mailto:pauldavisward4@aol.com)]  
**Sent:** Wednesday, December 12, 2012 10:11 PM  
**To:** Debbie  
**Subject:** Re: Notice of Ward 4 Community Meeting- Dec 13 @ 6: 00pm - Orange Terrace Community Center

Ms. Kelley,

Thank you for your response. I will get this over to staff, to include this in the Draft EIR comments.

Paul Davis  
Sent From My iPad

On Dec 12, 2012, at 6:14 AM, Debbie <[BrnEys5678@aol.com](mailto:BrnEys5678@aol.com)> wrote:

I'm sorry I can't make it due to the busy time of the year, but I vote for number 2. Thanks Paul. See you & your lovely wife on Saturday. Thanks for all you do! Debbie Kelley

Sent from my iPad

On Dec 12, 2012, at 6:01 AM, "Council Member Paul Davis" <[pauldavisward4@aol.com](mailto:pauldavisward4@aol.com)> wrote:



## Jenkins, Diane

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**From:** Alexander Kuruvila <alexkuruvi@gmail.com>  
**Sent:** Tuesday, February 26, 2013 8:22 PM  
**To:** Jenkins, Diane  
**Subject:** Overlook Parkway EIR

Dear Ms. Jenkins,

We have been living at 2063 Gainsborough Dr for nearly 20 years. I remember going before the City Council and speaking against connecting the Overlook Parkway to Alessandro Blvd, some 15 yrs ago. My sentiments on this matter have not changed. This is mainly because of our extreme concern that the streets that would take in any overflow traffic from Overlook Parkway (especially those traveling into Riverside city) are Orozco, Gainsborough Dr, Hawarden Dr and Mary St. These are narrow and winding residential streets that are not designed to take any extra traffic.

The only scenarios as proposed in the EIR that would curtail overwhelming traffic (and also resulting in other environmental issues such as traffic noise and pollution) from cutting across between Alessandro Blvd and Washington Street, would be either Scenario 1 or Scenario 2 where no connection of Overlook Parkway easterly over the Alessandro Arroyo to Alessandro Blvd is made. We would very much endorse either of these two scenarios.

Thank you for your time and concern.

Sincerely,

Alexander Kuruvila, M.D  
Valsa Kuruvila, MA. BSN

## Jenkins, Diane

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**From:** Tainter, Nola  
**Sent:** Wednesday, February 27, 2013 6:44 AM  
**To:** Jenkins, Diane  
**Subject:** Fwd: Overlook Parkway EIR

Nola Tainter  
Legislative Field Rep.  
Councilman Paul Davis

Sent from my iPhone

Begin forwarded message:

**From:** "Davis, Paul" <[PDavis@riversideca.gov](mailto:PDavis@riversideca.gov)>  
**Date:** February 26, 2013 11:35:22 PM PST  
**To:** Alexander Kuruvila <[alexkuruvi@gmail.com](mailto:alexkuruvi@gmail.com)>  
**Cc:** "Tainter, Nola" <[NTainter@riversideca.gov](mailto:NTainter@riversideca.gov)>  
**Subject:** RE: Overlook Parkway EIR

Dr. & Mrs. Kuruvila,

Thank you for sharing your thoughts and feelings on this very important issue. I am of the resolve that Overlook Parkway can never be completed and will vote that direction. Please be aware that this exercise and process is what is necessary to accomplish the remove of the gates at Crystal View Terrace and Green Orchard. Beyond anything else, this is the true purpose of the needed EIR.

Paul Davis  
Council Member - Ward 4  
City of Riverside

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**From:** Alexander Kuruvila [[alexkuruvi@gmail.com](mailto:alexkuruvi@gmail.com)]  
**Sent:** Tuesday, February 26, 2013 8:26 PM  
**To:** Davis, Paul  
**Subject:** Overlook Parkway EIR

Dear Hon. Council member Davis,

We have been living at 2063 Gainsborough Dr for nearly 20 years. I remember going before the City Council and speaking against connecting the Overlook Parkway to Alessandro Blvd, some 15 yrs ago. My sentiments on this matter have not changed. This is mainly because of our extreme concern that the streets that would take in any overflow traffic from Overlook Parkway (especially those traveling into Riverside city) are Orozco, Gainsborough Dr, Hawarden Dr and Mary St. These are narrow and winding residential streets that are not designed to take any extra traffic.

The only scenarios as proposed in the EIR that would curtail overwhelming traffic (and also resulting in other environmental issues such as traffic noise and pollution) from cutting across between Alessandro Blvd and Washington Street, would be either Scenario 1 or Scenario 2

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

where no connection of Overlook Parkway easterly over the Alessandro Arroyo to Alessandro Blvd is made. We would very much endorse either of these two scenarios.  
Thank you for your time and concern.

Sincerely,

Alexander Kuruvila, M.D  
Valsa Kuruvila, MA. BSN

## Andrade, Frances

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**From:** collettelesells@gmail.com on behalf of Collette Lee  
<collette@windermeretower.com>  
**Sent:** Wednesday, February 20, 2013 10:20 PM  
**To:** Jenkins, Diane; Adams, Steve; Melendrez, Andy; Davis, Paul; Gardner, Mike; Hart, Nancy; Bailey, Rusty  
**Subject:** public comment on Overlook Parkway

Please let me know if this suffices to give to each council member or if I must do something else to insure our voices are heard.

My husband and I lived in the Whitegates area for over 17 years before we moved to 8087 Citricado Lane in Riverside. We are both business owners in our City and care deeply about the well being and citizens of the city. We have been acutely aware of this issue for a long time. We have watched council after council kick the bucket down the road to avoid make the tough vote.

As citizens of our city, we must look to the future and the expected growth of our region. That being said, we understand both sides of this issue.

I actually was opposed initially many, many years ago when this issue reared its ugly head. I do not want to pit neighbor against neighbor or friend against friend.

Our town is a growing thriving city. I feel I must do what is best for my city as a whole. Every citizen bears a responsibility to do what is right. Roads serve everyone in the city and I want to be able to get from point A to point B in an expeditious manner. I want to be able to visit my friends and be able to drive from my neighborhood to their neighborhood in 5 minutes rather than 20 minutes. I do not want residents from other cities using our roadways but I seriously doubt they will. Once anyone attempted to do so the bottleneck at Washington and Victoria would put a halt to that quickly.

**While I favor Scenario 3** because it is best for the city, citizens and clearly; City planners and specialist in transportation movement have more knowledge than I do (and it is in the General Plan) but if there is a failure to come to a consensus than at the very least Scenario 2.

Please give this careful consideration and do what is best for the citizens of Riverside with only that thought in mind, no others. Sometimes, we just have to make the tough calls not the popular one but the RIGHT one!

Collette Lee

Gary Lee DDS

Scenario 2 - Gates removed, no connection of Overlook Parkway: Under Scenario 2, the gates at both Crystal View Terrace and Green Orchard Place would be removed, and there would be no connection of Overlook Parkway across the Alessandro Arroyo at this time. Overlook Parkway would remain on the Master Plan of Roadways (Figure CCM-4) in the General Plan 2025 for future buildout, but certain policies in the General Plan 2025 concerning the gates would need to be modified. In addition, relevant project conditions and mitigation measures for Tract Maps TM-29515 and TM-29628 will also need to be amended.

• Scenario 3 - Gates removed, Overlook Parkway connected: Under Scenario 3, the gates at Crystal

View Terrace and Green Orchard Place would be removed and Overlook Parkway would be connected over the Alessandro Arroyo. This scenario would require a General Plan amendment to remove policies addressing the potential connection route between Washington Street and State Route 91 prior to completing Overlook Parkway across the arroyo.

- Scenario 4 - Gates removed, Overlook Parkway connected, and O

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*Collette Lee*

Associate Broker

[www.windermertower.com](http://www.windermertower.com)

**Windermere Tower Properties**

7197 Brockton Avenue, Ste. 6

Riverside, CA 92506

O: 951.369.8002

C: 951.961.3667

F: 951.369.8059

License #01059705

## Jenkins, Diane

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**From:** Tainter, Nola  
**Sent:** Tuesday, January 08, 2013 10:49 AM  
**To:** Jenkins, Diane  
**Subject:** Fwd: Overlook Extension

FYI

Sent from my iPad

Begin forwarded message:

**From:** <[Pauldavisward4@aol.com](mailto:Pauldavisward4@aol.com)>  
**Date:** January 8, 2013 8:22:03 AM PST  
**To:** <[ntainter@riversideca.gov](mailto:ntainter@riversideca.gov)>  
**Subject:** Fwd: Overlook Extension

Nola,

Can you get this to the right folks?

Thanks

Paul

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From: [Xbdchair@aol.com](mailto:Xbdchair@aol.com)  
To: [Pauldavisward4@aol.com](mailto:Pauldavisward4@aol.com)  
Sent: 1/7/2013 8:21:09 P.M. Pacific Standard Time  
Subj: Overlook Extension

Hi Paul,

I'd like you to consider my thoughts regarding the completion of Overlook Parkway.

While I think completing the Parkway would benefit those living on the west side by giving easier access to Canyon Crest Town Center and Mission Grove, I don't see it as a solution to the Moreno Valley and Orange Grove Traffic that uses Allesandro/Central/Arlington for freeway access. The west bound Overlook traffic would bottleneck in the Washington, Madison or Mary area.

Don't you think the real solution to the traffic problem would be to widen to three lanes and synchronize the traffic signals on Van Buren from the 215 to the 91? That would allow Orange Crest to use that as an access to the 91 reducing traffic on Allesandro. Since Allesandro is already 3 lanes I don't see any way of reducing the Moreno Valley traffic.

There are other benefits to widening Van Buren. It was stagger the amount of traffic entering the 91 at Central and Van Buren improving speed on the 91

plus a reduction of traffic at Poly High School in the morning. Allow better access to King High School and Riverside Christian. Additionally businesses in the area would see more traffic.

Opening Overlook would take traffic off of Victoria however and for that reason I think completion should be done.

Thank you for your time.

Stuart Lohr

951.538.8465

## Jenkins, Diane

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**From:** Connie Luchs <cluchs@sbcglobal.net>  
**Sent:** Thursday, February 28, 2013 4:02 PM  
**To:** Jenkins, Diane  
**Subject:** Crystal View Terrace/Green Orchard Place/Overlook Parkway project

Is the EIR “adequate”? I question the traffic study. The numbers seem too low. I have not read the report but I have seen summaries and I have been to several City Council Meetings for Ward 4 and am aware of the issues.

My opinions are as follows:

- Leave the gates on both Crystal View Terrace and Green Orchard Place open or remove them. The local residents will use this as a shortcut but I doubt it will become known to the masses.
- I am against the completion of Overlook Parkway.
  - o That will immediately become a major thoroughfare, not just a neighborhood short cut, which will continue to get higher usage as Riverside grows.
  - o That creates even more issues to solve. As a major thoroughfare, Overlook Parkway will need to have traffic lights or additional stop signs. All the cars using Overlook Parkway will end up on Washington and continue onto Victoria or Lincoln or Indiana, most likely to Madison to get on the 91 freeway. These streets will need modifications – expansion, turn lanes, additional traffic lights. Or, a whole new street (Street C) right through the Green Belt. Does that mean another EIR concerning the Green Belt?

The completion of Overlook Parkway seems to create many more issues than it would solve. I say NO to the completion of Overlook Parkway. Riverside could use the money for policy or fire protection instead.

Connie Luchs  
6925 Sandtrack Road

## Jenkins, Diane

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**From:** Davis, Paul  
**Sent:** Sunday, January 06, 2013 6:52 PM  
**To:** Jenkins, Diane  
**Subject:** FW: Overlook

FYI

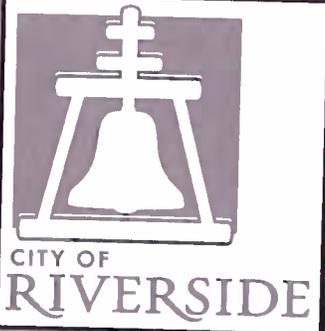
Paul Davis  
Council Member - Ward 4  
City of Riverside

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From: Peggy Luebs [pluebs@charter.net]  
Sent: Saturday, January 05, 2013 12:29 PM  
To: Davis, Paul  
Subject: Overlook

I've lived in the Whitegate area for many years and would like the Overlook Parkway to go through. It is true that the neighborhood used to be much quieter, before there was an Overlook Parkway at all. As all the "newbies" moved in, the Parkway was created and now should go all the way through to better connect our town.

CRYSTAL VIEW TERRACE  
GREEN ORCHARD PLACE  
OVERLOOK PARKWAY



# 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 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, March 1, 2013 by 5:00 p.m.** Thank you.

**Comments:**

I HAVE LIVED IN THE SAME LOCATION SINCE 1978. I OPPOSED THE BUILDING OF ALL THE NEW HOMES, BUT SINCE THE PERMITS WERE GIVEN OUT TO BUILD THE HOMES, WE HAVE TO DEAL WITH THE ADDITIONAL TRAFFIC.  
THE PEOPLE WHO CHOSE TO BUY OR BUILD KNEW OR SHOULD HAVE KNOWN THEY WERE BUILDING NEAR OVERLOOK PKWY. IT HAS BEEN 25+ YRS.  
I ALSO OPPOSE CLOSING A GATE ON ANY PUBLICLY SUBSIDIZED CITY STREET. THE STOP SIGNS, SPEED BUMPS ARE A ACTION OF HARASSMENT & A WASTE OF CITY FUNDS, JUST TO DISCOURAGE USE OF PUBLIC STREETS. I URGE YOU TO VOTE BASED ON THE TRAFFIC STUDIES. NOT HESTERIA

Use back of sheet if additional space is necessary.

Name (please print): KERRY MAHONEY Signature: Kerry Mahoney

Mailing Address: 1085 TIGER TAIL DR, RIVERSIDE

E-mail Address: fluvivatra@yahoo.com

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Public Comments

City of Riverside  
Community Development Department  
Planning Division

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

## Jenkins, Diane

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**From:** StevenM384@aol.com  
**Sent:** Monday, February 25, 2013 4:00 PM  
**To:** Jenkins, Diane  
**Subject:** RE: Overlook Parkway EIR Report

We do not want the over pass to go thru on Overlook Parkway. This we great disturb our neighborhood and create a huge traffic nuisance in our area. It would also great reduce our property values with all the traffic not to mention the violations of Measure C and Proposition R.

Steve and Jan McKee  
7028 Orozco Dr.  
Riverside, CA 92506

Steve McKee / Broker  
REO Broker  
Coldwell Banker Armstrong Properties  
6809 Brockton Ave.  
Riverside, CA 92506  
951-328-7880 - Office  
951-288-2233 - Cell  
951-683-8207 - Fax  
[stevenm384@aol.com](mailto:stevenm384@aol.com)

## Jenkins, Diane

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**From:** McKeith, Malissa <mckeith@lbbslaw.com>  
**Sent:** Friday, March 01, 2013 10:10 AM  
**To:** Jenkins, Diane  
**Cc:** Zelinka, Al  
**Subject:** Comments to Crystal Ridge DEIR

Diane

We are residents of Riverside, We could not do an exhaustive review of the EIR; however, a cursory review indicates that the following impacts have not been evaluated.

The fire last night in the Santa Ana river bed highlighted a safety issue I have raised with Al Zelinka, Rusty Bailey, Chris McArthur and Paul Davis. Currently, the primary egress and ingress across the Arroyo is at Berry. Van Buren and Victoria are the nearest options and they are miles away.

Berry is below grade. Emergency response and evacuation in the event the Arroyo catches fire would be extremely impaired. Moreover, unlike the Santa Ana river bed, there is no fire block between the Arroyo and the homes on Canyon Hills, Via Vista or those located west of the Arroyo. Further the landscaping in the new homes -- often Palm trees -- is particularly flammable.

I toured the area with one of the Fire Department Battalion Chiefs who agreed that this situation must be addressed and acknowledged that response time already is slow even without a fire.

Connecting Overlook was contemplated at the time the City approved hundreds of new homes in the area to ensure safe and appropriate access for the new traffic generated particularly in an earthquake or fire. Merely unlocking gates does not mitigate traffic from that growth or additional safety risks resulting from delays in it being connected. My concern as a taxpayer is that, in the event this is not addressed and a fire causes property damage or deaths due to delayed response, the City will be sued and will not have the immunities normally available as a defense because a plaintiff would argue that the City failed to deal with what is a potentially dangerous situation when it had knowledge of the current access limitations.

My second comment involves the lack of updated traffic analysis needed to address increased use of Central due to growth in Moreno Valley, Hemet and in the Orange Crest area including contemplated General Plan growth. How that traffic will be managed is at the heart of the controversy. Realistically, the City cannot keep issuing building permits without a solution to the lack of available additional capacity on Central and Arlington. Four schools are located on Central exposing children to increased air pollution and safety risks. Connecting Overlook does not solve the overall problem but it would alleviate some of the flow as originally intended. Unless the City intends a moratorium on new growth, it needs to improve Overlook as a start and face traffic circulation head on.

I realize homeowners in the Overlook area object but they purchased homes with knowledge that Overlook would be expanded and they'll be the first to sue in a disaster.

Please feel free to call if you have questions. I would like to supplement this submission with photographs.

Thank you

Marylinda and Malissa McKeith 213-300-3550  
2881 Rumsey Drive  
Riverside, Ca. 92506

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Public Comments

Ref: Connection of Overlook Parkway

We are residents of Alessandro Heights in Riverside with our property adjacent To Overlook Parkway.

At the present time, traffic is already a concern with the drivers ignoring the speed limit and non area drivers using Overlook Pkwy. The connection of Overlook Parkway would destroy a large portion of the city with a huge number of traffic problems, noise, pollution, gang related problems, graffiti, burglaries, devaluation of present property values which presently provides high property taxes to Riverside and much more.

We attended The Ward 4 meeting of February 20, 2013 and heard Councilman Davis talk of the area projected future residential developments. Senior City Planner Steve Hayes showed projected traffic flow numbers. These numbers appear to be incorrect and very low.

Please do not even consider a yes vote on this project to connect Overlook Parkway.

Riverside could be a beautiful city and a profitable city if you concentrate on much needed assistance in so many other areas instead of all the money that would be spent on this project and then the money spent on the consequences thereafter.

Thank you.

Ken and Rhonda McMillin  
1394 Ocotillo Dr.  
Riverside, CA. 92506  
Tel: (951) 780-7414

## Jenkins, Diane

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**From:** Michael Mihelich <mwm@lawyermihelich.com>  
**Sent:** Monday, January 07, 2013 1:27 PM  
**To:** Jenkins, Diane  
**Cc:** Dianne Wilkman  
**Subject:** Overlook Parkway

Dear Ms. Jenkins: My family and I reside on Hawarden Drive between Overlook and Mary St. We have two children and two pets. For years, we have suffered the hazards of shortcut, pass-through traffic on Hawarden Drive. Extending Overlook Parkway through to Alessandro in the near future is very bad timing. Is the traffic study data valid on neighboring streets such as Orozco, Hawarden Drive, Dufferin, Mary Street, Madison and Washington? What are the projected impacts on those residential streets when the project is completed? How will passenger and commercial traffic reach the 91 freeway? Will our Casablanca neighbors welcome this impact when the answer involves Washington St., Lincoln, Madison Street and Mary Street. Will our Woodcrest neighbors welcome additional congestion on Washington? Will there be costly delays due to congestion at all rail grade crossings? This is not a simple question of well-to-do neighborhoods excluding public traffic. Without a comprehensive solution to the question of what to do with all of the traffic at the western terminus of Overlook Parkway, this project is doomed to aggravate a large number of voters in Woodcrest, Hawarden Hills and Casablanca. Please table this project until the problem of delivering the traffic load to the west is resolved.

**Michael Mihelich**  
**Attorney at Law**  
**PO Box 2857**  
**Riverside, CA 92516-2857**  
**951 786 3601-vox**  
**951 786 3604-fax**

**From:** [morrisz1@aol.com](mailto:morrisz1@aol.com)  
**To:** [Jenkins, Diane](#)  
**Subject:** Overlook Parkway  
**Date:** Monday, December 31, 2012 8:43:20 AM

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Dear Sir I am e-mailing my opposition to the Overlook extension-connection. I do so for the following facts. As a life long resident of Casa Blanca I have seen traffic along Madison St. increase dramatically. The extension would overwhelm the flow of traffic. Also this would let to our Community being polluted even more. We already suffer some of the worst air pollution caused by the Railroad and the 91 Freeway near by. I also feel that bottlenecks would occur at the railroad signals and also on the 91 Freeway,. Not to mention our own residents having problems using their sides streets to get around their own Community. Pedestrians would also be more in danger in waking across Madison St. I feel that the project would split the community further in Two and destroy what we have worked in making this a safer and more beautiful Riverside neighborhood. I am hopeful the City will look that this connection will have more of a negative impact than the problem it try's to solve as it will not be for the betterment of most of our Citizens. Thank you Morris Mendoza--7485 Santa Rosa Way , Riverside, Cal. 92504.(951(354-8373)

**Andrade, Frances**

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**From:** henry minkler <minkl783@msn.com>  
**Sent:** Sunday, January 20, 2013 2:26 PM  
**To:** Jenkins, Diane

I moved from a house that was close to a busy street and experienced asthma and breathing problems. Since I moved away from that house to Pinnacle Ridge Road, my asthma has cleared up. I am very much against a busy street being close to my house.

**Henry Minkler**

Henry Minkler Construction, Inc.  
License #436787  
Cell: 951 259-2053

**Andrade, Frances**

---

**From:** jcm00@aol.com  
**Sent:** Friday, January 18, 2013 10:03 AM  
**To:** Jenkins, Diane  
**Subject:** Overlook

Just wanted to let you know that I am **opposed** to the extension of overlook because of traffic  
Jc Monnig---7260 Bodewin Ct---Riverside

**Jenkins, Diane**

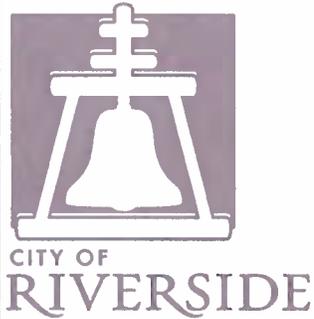
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**From:** Katina Morey <katmorey@charter.net>  
**Sent:** Wednesday, January 16, 2013 6:05 PM  
**To:** Jenkins, Diane  
**Subject:** Overlook Parkway extension plans

Hello! My name is Katina Morey. My husband, Mike Morey, and I have lived in the community of Hawarden Summit for eight wonderful years. We bought our dream home in this beautiful area for the peace and quiet, as well as the hope of an increase in our property. We both feel that the extension of Overlook Parkway would have a tremendous impact on our property. We urge you to please consider not extending Overlook Parkway.

Thank you for your time and consideration.

Katina Morey



CRYSTAL VIEW TERRACE  
GREEN ORCHARD PLACE  
OVERLOOK PARKWAY

# 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 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 [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:

Build the bridge, and do the fill to complete Overlook Parkway. Doing so will provide better traffic flow through and access to the Overlook neighborhoods. This would be of particular importance to the residents on the east end of Overlook who are now greatly inconvenienced by the lack of easy access to Alessandro. Another important consideration would be the improved access for service and emergency vehicles, especially if completion will enhance emergency response times. I am, however, opposed to the proposed C road. Actually, VERY opposed because that is where a huge problem would be created. The historical orange grove should not be compromised by a roadway. But more important — sending an "expressway" down Madison would overburden the street and overwhelm Casa Blanca. Fuggedaboutit!

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

Name (please print): Marlene Mossestad Signature: Marlene Mossestad

Mailing Address: 3701 Washington St. Riv. 92504

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

P11-0050/P12-0220, Exhibit 16

Public Comments

## Andrade, Frances

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**From:** Tainter, Nola  
**Sent:** Monday, February 04, 2013 9:50 AM  
**To:** Jenkins, Diane  
**Subject:** Fwd: Overlook Traffic

FYI

Sent from my iPad

Begin forwarded message:

**From:** "Davis, Paul" <[PDavis@riversideca.gov](mailto:PDavis@riversideca.gov)>  
**Date:** February 3, 2013 9:26:15 PM PST  
**To:** "[suneal63@aol.com](mailto:suneal63@aol.com)" <[suneal63@aol.com](mailto:suneal63@aol.com)>  
**Cc:** "Gutierrez, Ken" <[KGutierrez@riversideca.gov](mailto:KGutierrez@riversideca.gov)>  
**Subject: Re: Overlook Traffic**

Dr. Naik,

Thank you for the note and your concerns dealing with the Overlook Parkway issue. I have no intent on ever putting Overlook Parkway through, yet we need to solve the issues of the gates and mitigate the impacts of the residential areas such as yours. It is clear that we must perform additional studies on the traffic impacts on your and the Hawarden street neighborhoods, as the Draft EIR is very much lacking in this area. Councilman Gutierrez and I both support this approach and will extend the study period and process as long as it is necessary to get this right. We both want to address the traffic and quality of life issues this has presented since its inception, some 45 years ago. I will be holding a community meeting on this issue on Wednesday, Feb. 20, at the Orange Terrace Community center, beginning at 6:30p. Hope you can attend and please let your neighbors know.

Paul Davis  
Sent From My IPad

On Feb 3, 2013, at 5:53 PM, "[suneal63@aol.com](mailto:suneal63@aol.com)" <[suneal63@aol.com](mailto:suneal63@aol.com)> wrote:

Dear Sirs,

Living on Orozco Dr we have see a huge surge in traffic just since the gates on crystal view have been opened. Of course Orozco Dr has become the primary short cut for the majority of these drivers. Routinely automobiles do not even pause to stop at the stop sign where westminster intersects Orozco. Now when backing out of my drive way it is not unusual for me to wait till several cars pass before backing out, when prior to the gates opening this would have never happened. The traffic on Orozco Dr is already heavy. Opening up Overlook to Alessandro will turn the jewel of Riverside into another commuter nightmare this time in our own neighborhood.

This will diminish property values and also the quality of our lives in Riverside. I trust that we have your support in preventing the further extension of Overlook pkwy.

Thank you,

Dr Suneal Naik P11-0050/P12-0220, Exhibit 16  
Public Comments

**Andrade, Frances**

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**From:** coachnichols <iseethathand@gmail.com>  
**Sent:** Thursday, February 21, 2013 6:47 AM  
**To:** Jenkins, Diane  
**Subject:** Overlook connection to Alessandro

I am a resident off of Overlook and Whitegate, please know I support Senario #3. Thank you.

Don Nichols 951.892.4781

## Andrade, Frances

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**From:** jonathan.oconnell@ubs.com  
**Sent:** Friday, January 25, 2013 3:18 PM  
**To:** Jenkins, Diane  
**Subject:** Overlook Parkway extension

To Whom it May Concern,

I am writing to address the recent debate on whether or not to connect Overlook Parkway. As a resident of this area, I'm calling to ask you to understand the point of view of someone who recently moved to this neighborhood for the peace and quiet that comes with a relatively low amount of traffic. Our family looked at many homes when deciding to relocate our home and this neighborhood provides a unique tranquility that is difficult to find in Riverside. As a business owner and someone who generates a healthy amount of tax revenue for the city, I'd be disappointed to see this extension move forward as it would simply provide an alternative (yet unnecessary and not critical) to several current options for traffic between Alessandro and the 91 Freeway.

Furthermore, I would see it benefitting commuters from the Moreno Valley area far more than it would Riverside residents.

I realize there are two sides to every argument but I thought I'd express mine as someone who truly values the quiet environment that this neighborhood has provided for my family.

Thanks for your time.

Jonathan O'Connell

H:951-215-0611

C:909-239-0213

Please visit our website at

<http://financialservicesinc.ubs.com/wealth/E-maildisclaimer.html>

for important disclosures and information about our e-mail policies. For your protection, please do not transmit orders or instructions by e-mail or include account numbers, Social Security numbers, credit card numbers, passwords, or other personal information.

## Jenkins, Diane

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**From:** Carola Oels <carola.oels@gmail.com>  
**Sent:** Thursday, February 28, 2013 1:09 PM  
**To:** Jenkins, Diane  
**Subject:** Overlook Parkway Extension

Dear Diane,

My name is Carola Oels, and I live on 7323 Whitegate Avenue in Riverside, very close to Overlook Parkway. I would like to voice my opposition to connect the separate sections of Overlook Parkway.

I am originally from Germany, and city planners over there generally try to keep heavy traffic out of quaint neighborhoods and city centers by building and expanding beltways and by synchronizing traffic lights on these streets to keep the traffic flowing, reducing noise, and air pollution.

Van-Buren Blvd and Alessandro Blvd can surely be improved to serve this purpose by synchronizing the traffic lights to improve the flow of the traffic and directing the traffic to the freeways.

Please, do not connect Overlook Parkway, and take that plan off the Master Plan!

Please, do not destroy one of the most beautiful neighborhoods in Riverside known for its citrus groves, bike paths, open space, and tranquil serenity. The unique character of precious Victoria Avenue will be destroyed forever. Victoria Avenue is a cultural heritage, and we need to preserve it. Landmarks like that make Riverside a special and loveable city.

Casa Blanca is another neighborhood that would suffer dearly. I volunteer at the Casa Blanca Public Library and know that there live many children. Increased traffic and possibly widening Madison Street surely would compromise the safety of many children and create a dangerous situation.

I urge you to remove plan of connecting Overlook Parkway from the Master Plan, permanently.

I am in favor of the scenario 2 of the EIR, and I would plead for an amendment to the General Plan to remove the project of connecting Overlook Parkway forever.

Thank you!

Sincerely,

Carola Oels

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

## Jenkins, Diane

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**From:** Ulrich Oels <uli.oels@gmail.com>  
**Sent:** Friday, March 01, 2013 10:48 AM  
**To:** Jenkins, Diane  
**Cc:** Davis, Paul  
**Subject:** EIR - Crystal View Terrace, Green Orchard Place, Overlook Parkway

To Whom It May Concern,

My name is Ulrich Oels, and I live on 7323 Whitegate Ave, Riverside, CA 92506. I would like to voice my concerns re the EIR for the above mentioned project.

The EIR assumes that the overall traffic in the area analyzed will be the same in all four scenarios. This will definitely not be the case. If the Overlook Parkway will be connected, many Moreno Valley residents who have to commute on the westbound 91 will try to use this connection as a shortcut and increase the traffic within the city limits of Riverside significantly. With other words, the city of Riverside would spend tens of millions of dollars in order to destroy one of the most beautiful neighborhoods of the city in order to create a shortcut for residents of Moreno Valley.

The connection of the Overlook Parkway also requires a roadway extension west of Washington (C Street) which would be in violation of Proposition R and Measure C. Proposition R and Measure C represent the will of the people and are reasons why we live in this neighborhood. A violation of this proposition and measure would lead to unnecessary and expensive lawsuits. The home values of this beautiful neighborhood would decrease and residents would move away resulting in a major revenue reduction for the city of Riverside.

Casa Blanca is another neighborhood that would be jeopardized by this project. Increased traffic on Madison Ave, a street with a lot of pedestrians, would endanger the lives of the people in this area. Not that long ago a pedestrian trying to cross Madison Ave was killed by a police car. Tragic accidents like this would inevitably increase.

If the reason for the connection of Overlook Parkway is an improvement of the overall traffic flow in the city, then there is a much better solution to this problem:

Instead of spending tens of millions of dollars to destroy our neighborhood, spend a fraction of this amount and synchronize the traffic lights of Alessandro Blvd and Van Buren Blvd. A synchronization of the traffic lights of these "Arterial Streets" would improve the traffic flow significantly. The result would not only be the same like adding an additional lane, but additionally the traffic would flow faster with less stop and go resulting in a lower noise and air pollution level. The drivers would save time and money (for less gas) and the residents of these Arterial Streets would be exposed to less noise and air pollution. Last but not least the city of Riverside would spend less money and preserve one of their most beautiful neighborhoods.

Therefore, I recommend removing the connection of the Overlook Parkway from the Masterplan once and for all. In lieu thereof let's apply an intelligent solution being worthy of being the smartest city of the world.

Thank you,

Ulrich Oels  
7323 Whitegate Ave  
Riverside, CA 92506

## Andrade, Frances

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**From:** Jackie Olds <oldsjackie@yahoo.com>  
**Sent:** Tuesday, January 22, 2013 8:05 PM  
**To:** Jenkins, Diane  
**Subject:** Overlook extension

Dear Diane,

I would like to express my opinion and let you know that I am opposed to the completion of Overlook that would connect Washington to Allesandro. My husband and I bought our home at 728 Bernette Way two years ago. Although we looked at many beautiful neighborhoods, each with their own unique character, like so many of our neighbors what we loved about Overlook is that we could live in a beautiful and rural community and still be close to UCR and the City of Riverside. To extend Overlook would turn it into a busy four lane highway that would, in effect, decrease the desirability and property values of our area.

Thank you for your consideration.

Sincerely,  
Jackie

Sent from my iPhone

**Andrade, Frances**

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**From:** G Richard Olds <richard.olds@ucr.edu>  
**Sent:** Wednesday, January 23, 2013 10:27 AM  
**To:** Jenkins, Diane  
**Subject:** re extension of Overlook Parkway

Dear Ms. Jenkins,

My wife and I purchased our home at 728 Bernette Way soon after my accepting my current positions as Dean of the UCR school of Medicine. We are very happy with our neighborhood but fear that completing overlook will, dramatically increase traffic, increase crime in our area and decrease our property values. I say that despite the fact that my daily commute to UCR would be cut in half, time wise by this project. I would greatly prefer to take a few minutes longer to get to work than downgrade my existing neighborhood and home. Thank you for your time and attention to this issue.

Sincerely,

G. Richard Olds, MD  
Founding Dean  
UCR School of Medicine



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

**Memorandum**

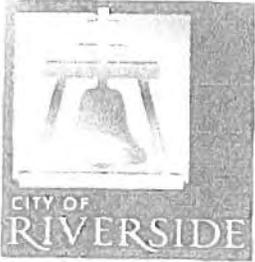
**Date:** January 7, 2013  
**To:** All Reviewing Agencies  
**From:** Scott Morgan, Director  
**Re:** SCH #2011021028  
Crystal View Terrace/Green Orchard Place/Overlook Parkway Project




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Pursuant to the attached letter, the Lead Agency has *extended* the review period for the above referenced project to **March 1, 2013** to accommodate the review process. All other project information remains the same.

cc: Diane Jenkins  
City of Riverside  
3900 Main Street  
Riverside CA 92522



Community Development  
Department  
Planning Division

RECEIVED

JAN 07 2013

January 3, 2012

STATE CLEARING HOUSE

State Clearinghouse  
1400 10th Street  
Room 113  
Sacramento, CA 95814

Reference: Extended Review Period for the Crystal View Terrace/Green Orchard Place/ Overlook Parkway Project (State Clearinghouse Number 2011021028)

To Whom It May Concern:

The City of Riverside is requesting an extension of 30 days for the public review period for the Environmental Impact Report prepared for the Crystal View Terrace/ Green Orchard Place/ Overlook Parkway Project (State Clearinghouse Number 2011021028) The City of Riverside is Lead Agency under CEQA for this project

The public review period commenced on December 4, 2012, and is scheduled to end on February 1, 2013. The City is requesting that the end date be amended to March 1, 2013. The reason for this extension is that several members of the public have requested more time to review the EIR. The EIR is complex, as it involves four scenarios, and thus requires additional time for the public to review. As public involvement is a key aspect both under CEQA and especially this project, the City would like to accommodate the public's request

If you have any questions in regards to this matter, please contact me at (951) 826-5625 or via email at [DIJENKINS@riversideca.gov](mailto:DIJENKINS@riversideca.gov).

Sincerely,

  
Diane Jenkins, AICP  
Principal Planner

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

**Notice of Completion & Environmental Document Transmittal**

SCH # 2011021028

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613  
 For Hand Delivery Street Address: 1400 Tenth Street, Sacramento, CA 95814

Project Title: Crystal View Terrace/Green Orchard Place Overlook Parkway Project  
 Lead Agency: City of Riverside  
 Mailing Address: 3900 Main Street, Third Floor Contact Person: Diane Jenkins, AICP  
 City: Riverside Zip Code: 92522 Phone: 951-826-5623  
 County: Riverside

Project Location: County: Riverside City/Nearest Community: Riverside County/Alta Cresta - Woodcrest

Cross Streets: Crystal View Terrace/Green Orchard Place/Overlook Parkway Kingdom Drive/Victoria Washington Zip Code: 92506

Lat./Long.: 33° 55' 59.6922" N / -117° 22' 5.9412" W Total Acres: Roadways

Assessor's Parcel No. Roadways Section: S2 Twp. T3S Range: R5W Base: San Bernardino

Within 2 Miles: State Hwy #: State Route 91 Waterways: Riverside Canal/Gage Canal  
 Airports: Riverside Municipal Airport/March Air Reserve Base Railways: Union Pacific RR Atchison, Topeka & Santa Fe RR Schools: See Attached List.

Document Type:  
 CEQA:  NOP  Draft EIR  NEPA  NOI  Other:  Joint Document  
 Early Cons  Supplement/Subsequent EIR  EA  Final Document  
 Neg Dec  (Prior SCH No.)  Draft EIS  Other  
 Mit Neg Dec  Other  FONSI

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Local Action Type:  
 General Plan Update  Specific Plan  Rezone  Annexation  
 General Plan Amendment  Master Plan  Prezone  Redevelopment  
 General Plan Element  Planned Unit Development  Use Permit  Coastal Permit  
 Community Plan  Site Plan  Land Division (Subdivision, etc.)  Other: Street Connections

Development Type:  
 Residential: Units \_\_\_\_\_ Acres \_\_\_\_\_  
 Office: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  
 Water Facilities: Type \_\_\_\_\_ MGD  
 Transportation: Type Removal of gates on 2 streets, possible connection of a street over an arroyo and the proposal of a new street connecting Overlook Parkway westerly

Project Issues Discussed in Document:  
 Aesthetic/Visual  Fiscal  Recreation/Parks  Vegetation  
 Agricultural Land  Flood Plain/Flooding  Schools/Universities  Water Quality  
 Air Quality  Forest Land/Fire Hazard  Septic Systems  Water Supply/Groundwater  
 Archeological/Historical  Geologic Seismic  Sewer Capacity  Wetland/Riparian  
 Biological Resources  Minerals  Soil Erosion/Compaction/Grading  Wildlife  
 Coastal Zone  Noise  Solid Waste  Growth Inducing  
 Drainage Absorption  Population/Housing Balance  Toxic/Hazardous  Land Use  
 Economic Jobs  Public Services/Facilities  Traffic/Circulation  Cumulative Effects  
 Other \_\_\_\_\_

Present Land Use/Zoning/General Plan Designation:  
Roadways/N/A/N/A Surrounded by RC-Residential Conservation, R-1-1 1/2 Acre, R-1-10500 Zoning and Open Space Natural Resources/Hillside Residential/Low Density Residential General Plan

Project Description: (please use a separate page if necessary).  
 The Project includes four scenarios, each of which represents an alternative set of actions intended to help resolve potential vehicular circulation issues associated with the gates on 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.

State Clearinghouse Contact: (916) 445-0613 SL  
 State Review Began: 12-03-2012  
 SCH COMPLIANCE: 201 3/1  
1-16-2013  
 Note: Review per Post Lead Case  
 Project Sent to the following State Agencies:  

<input checked="" type="checkbox"/> Resources	<input type="checkbox"/> State/Consumer Svcs
<input type="checkbox"/> Boating & Waterways	<input type="checkbox"/> General Services
<input type="checkbox"/> Coastal Comm	<input type="checkbox"/> Cal EPA
<input type="checkbox"/> Colorado Rvr Bd	<input type="checkbox"/> ARB: Airport/Energy Projects
<input type="checkbox"/> Conservation	<input checked="" type="checkbox"/> ARB: Transportation Projects
<input type="checkbox"/> Fish & Game # <u>6</u>	<input type="checkbox"/> ARB: Major Industrial Projects
<input type="checkbox"/> Delta Protection Comm	<input type="checkbox"/> SWRCB: Div. Financial Assist.
<input type="checkbox"/> Cal Fire	<input type="checkbox"/> SWRCB: Wtr Quality
<input type="checkbox"/> Historic Preservation	<input type="checkbox"/> SWRCB: Wtr Rights
<input checked="" type="checkbox"/> Parks & Rec	<input checked="" type="checkbox"/> Reg. WQCB # <u>8</u>
<input type="checkbox"/> Central Valley Flood Prot.	<input checked="" type="checkbox"/> Toxic Sub Ctrl-CTC
<input type="checkbox"/> Bay Cons & Dev Comm.	<input type="checkbox"/> Yth. Adlt Corrections
<input checked="" type="checkbox"/> DWR	<input type="checkbox"/> Corrections
<input type="checkbox"/> Cal EMA	
<input type="checkbox"/> Resources, Recycling and Recovery	
<input type="checkbox"/> Bus Transp Hous	<input type="checkbox"/> Independent Comm
<input type="checkbox"/> Aeronautics	<input type="checkbox"/> Energy Commission
<input checked="" type="checkbox"/> CHP	<input checked="" type="checkbox"/> NAHC
<input checked="" type="checkbox"/> Caltrans # <u>8</u>	<input type="checkbox"/> Public Utilities
<input type="checkbox"/> Trans Planning	<input type="checkbox"/> State Lands Comm
<input type="checkbox"/> Housing & Com Dev	<input type="checkbox"/> Tahoe Reg Plan Agency
<input type="checkbox"/> Food & Agriculture	
<input type="checkbox"/> Public Health	
	<input type="checkbox"/> Conservancy
	Other: _____

SCH#: 2011021028  
 Please forward late comments directly to the Lead Agency

AQND APCD 33  
 (Resources: 12 (8))

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



EDMUND G. BROWN JR.  
GOVERNOR

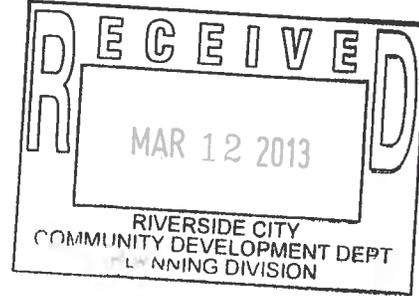
STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

March 4, 2013

Diane Jenkins  
City of Riverside  
3900 Main Street, 3rd Floor  
Riverside, CA 92522



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

Dear Diane Jenkins:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on March 1, 2012, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

**Document Details Report  
State Clearinghouse Data Base**

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

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**Type** EIR Draft EIR  
**Description** NOTE: Review Extended Per Lead

The Project includes four scenarios, each of which represents an alternative set of actions intended to help resolve potential vehicular circulation issues associated with the gates on 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.

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**Lead Agency Contact**

**Name** Diane Jenkins  
**Agency** City of Riverside  
**Phone** 951 826-5625  
**email**  
**Address** 3900 Main Street, 3rd Floor  
**City** Riverside  
**Fax**  
**State** CA **Zip** 92522

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**Project Location**

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

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**Proximity to:**

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

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

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**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 8; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission

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**Date Received** 12/03/2012 **Start of Review** 12/03/2012 **End of Review** 03/01/2012

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## Department of Toxic Substances Control

Matthew Rodriguez  
Secretary for  
Environmental Protection

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

Edmund G. Brown Jr.  
Governor

January 29, 2013

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JAN 31 2013

STATE CLEARING HOUSE

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).

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

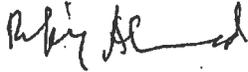
- Envirostor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
  - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
  - Comprehensive 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



EDMUND G. BROWN JR.  
GOVERNOR

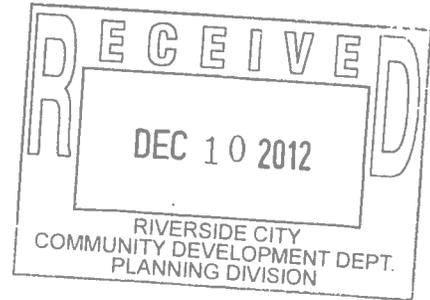
STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

**Memorandum**

**Date:** December 5, 2012  
**To:** All Reviewing Agencies  
**From:** Scott Morgan, Director  
**Re:** SCH # 2011021028



Crystal View Terrace/Green Orchard Place/Overlook Parkway Project

---

The Lead Agency has corrected some information regarding the above-mentioned project. Please see the attached materials for more specific information and make *note* that the review period will *end* on **February 01, 2013**. All other project information remains the same.

cc: Diane Jenkins  
City of Riverside  
3900 Main Street, Third Floor  
Riverside, CA 92522

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

**Notice of Completion & Environmental Document Transmittal**

SCH # 2011021028

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613  
 For Hand Delivery: Street Address: 1400 Tenth Street, Sacramento, CA 95814

Project Title: Crystal View Terrace/Green Orchard Place/Overlook Parkway Project  
 Lead Agency: City of Riverside Contact Person: Diane Jenkins AICP  
 Mailing Address: 3900 Main Street, Third Floor Phone: 951-826-5625  
 City: Riverside Zip Code: 92522 County: Riverside

Project Location: County: Riverside City/Nearest Community: Riverside County/Alta Cresta - Woodcrest  
 Zip Code: 92506

Cross Streets: Crystal View Terrace/Green Orchard Place/Overlook Parkway/Kingdom Drive/Victoria Washington Total Acres: Roadways  
 Lat. Long.: 33° 55' 59.6922" N / -117° 22' 5.9412" W Section: S2 Twp: T3S Range: R5W Base: San Bernardino  
 Assessor's Parcel No.: Roadways Waterways: Riverside Canal/Gage Canal  
 Within 2 Miles: State Hwy #: State Route 91 Waterways: Riverside Canal/Gage Canal Schools: See Attached List  
 Airports: Riverside Municipal Airport/March Air Reserve Base Railways: Union Pacific RR/Atchison Topeka & Santa Fe RR

Document Type:  
 CEQA:  NOP  Draft EIR  Supplement Subsequent EIR (Prior SCH No.)  Other:  Joint Document  Final Document  Other  
 Early Cons  Neg Dec  Mit Neg Dec  Other

RECEIVED

DEC 03 2012

Local Action Type:  
 General Plan Update  Specific Plan  Rezone  Annexation  
 General Plan Amendment  Master Plan  Prezone  Redevelopment  
 General Plan Element  Planned Unit Development  Use Permit  Coastal Permit  
 Community Plan  Site Plan  Land Division (Subdivision, etc.)  Other: Street Connections

Development Type:  
 Residential: Units \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  
 Office: Sq ft \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  
 Water Facilities: Type \_\_\_\_\_ MGD \_\_\_\_\_  
 Transportation: Type \_\_\_\_\_ Removal of gates on 2 streets, possible connection of a street over an arroyo and the proposal of a new street connecting Overlook Parkway westerly

Project Issues Discussed in Document:  
 Aesthetic/Visual  Fiscal  Recreation/Parks  Vegetation  
 Agricultural Land  Flood Plain/Flooding  Schools/Universities  Water Quality  
 Air Quality  Forest Land/Fire Hazard  Septic Systems  Water Supply/Groundwater  
 Archeological/Historical  Geologic/Seismic  Sewer Capacity  Wetland/Riparian  
 Biological Resources  Minerals  Soil Erosion/Compaction/Grading  Wildlife  
 Coastal Zone  Noise  Solid Waste  Growth Inducing  
 Drainage Absorption  Population/Housing Balance  Toxic/Hazardous  Land Use  
 Economic Jobs  Public Services/Facilities  Traffic/Circulation  Cumulative Effects  
 Other \_\_\_\_\_

Present Land Use/Zoning/General Plan Designation:  
Roadways/NA/NA Surrounded by RC-Residential Conservation R-1-1 1/2 Acre, R-1-10500 Zoning and Open Space Natural Resources/Hillside Residential/Low Density Residential General Plan

Project Description: (please use a separate page if necessary).  
 The Project includes four scenarios, each of which represents an alternative set of actions intended to help resolve potential vehicular circulation issues associated with the gates on 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.

State Clearinghouse Contact: (916) 445-0613 SL

State Review Began: 12-03-2012

SCH COMPLIANCE: 2-01  
1-16-2013

Note: Review Per Lead

Please note State Clearinghouse Number (SCH#) on all Comments

SCH#: 2011021028

Please forward late comments directly to the Lead Agency

AQMD/APCD 33  
 (Resources: 12 (8))

**Project Sent to the following State Agencies**

- |                                                            |                                                                  |
|------------------------------------------------------------|------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Resources              | State/Consumer Svcs                                              |
| <input type="checkbox"/> Boating & Waterways               | General Services                                                 |
| <input type="checkbox"/> Coastal Comm                      | Cal EPA                                                          |
| <input type="checkbox"/> Colorado Rvr Bd                   | ARB: Airport/Energy Projects                                     |
| <input type="checkbox"/> Conservation                      | <input checked="" type="checkbox"/> ARB: Transportation Projects |
| <input checked="" type="checkbox"/> Fish & Game = 6        | ARB: Major Industrial Projects                                   |
| <input type="checkbox"/> Delta Protection Comm             | SWRCB: Div. Financial Assist.                                    |
| <input type="checkbox"/> Cal Fire                          | SWRCB: Wtr Quality                                               |
| <input checked="" type="checkbox"/> Historic Preservation  | SWRCB: Wtr Rights                                                |
| <input checked="" type="checkbox"/> Parks & Rec            | <input checked="" type="checkbox"/> Reg. WQCB # 8                |
| <input type="checkbox"/> Central Valley Flood Prot.        | <input checked="" type="checkbox"/> Toxic Sub Ctrl-CTC           |
| <input type="checkbox"/> Bay Cons & Dev Comm.              | Yth: Adlt Corrections                                            |
| <input checked="" type="checkbox"/> DWR                    | Corrections                                                      |
| <input type="checkbox"/> Cal EMA                           |                                                                  |
| <input type="checkbox"/> Resources, Recycling and Recovery |                                                                  |
| Bus Transp Hou                                             | Independent Comm                                                 |
| <input checked="" type="checkbox"/> Aeronautics            | Energy Commission                                                |
| <input checked="" type="checkbox"/> CHP                    | <input checked="" type="checkbox"/> N.A.H.C.                     |
| <input checked="" type="checkbox"/> Caltrans = 6           | Public Utilities Comm                                            |
| <input type="checkbox"/> Trans Planning                    | State Lands Comm                                                 |
| <input type="checkbox"/> Housing & Com: Dev                | Tahoe Rgl Plan Agency                                            |
| <input type="checkbox"/> Food & Agriculture                |                                                                  |
| <input type="checkbox"/> Public Health                     | Conservancy                                                      |
|                                                            | Other _____                                                      |

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

## 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

---

**From:** [Mkorens@aol.com](mailto:Mkorens@aol.com) [Mkorens@aol.com]  
**Sent:** Friday, January 11, 2013 8:19 AM  
**To:** Davis, Paul  
**Subject:** overlook

Dear Mr Davis,

I was unable to attend the meeting the other night . However, I would like to weigh in on the subject if possible.

If the intent of connecting Overlook is to mainly serve those in the neighborhoods bordering Overlook then I am all for it. Having to meander our way from our side of Overlook to the other side is certainly not as easy as it could be with the connection. However, hearing suggestions that to ease the possible increase in traffic that that might bring and building another road to accomodate additional traffic that might come from drivers from Moreno Valley turning off Alessandro at Overlook would concern me. I certainly could be wrong, but I don't expect anyone to want to travel Overlook to Washington to get to the 91 freeway. Why would they not just go down Alesandro/Central or Arlington? If you don't want to encourage them seeking that route I would think you would not make it easier by adding the new Street indicated as C. As I understand it Washington is already a very heavily traveled street during rush hour and Madison is certainly not an easier route to the 91 than is Alessandro/Central or Arlington. I would be in favor of keeping the gates open or removing them as it is helpful with Overlook not connected.

If there is an increase in traffic as a result of connecting Overlook, then I would hope that those of us who need to exit on to Overlook to leave our neighborhood will be able to do so without much difficulty.

Thank you,  
Marilyn Orens

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Public Comments

- STUDY AREA - NEED BETTER DESCRIPTION OF PROJECT AREA
- OPTION 4 - NEED BETTER DESCRIPTION OF NEW ROAD C-STREET
- OPTION 4 - OPPOSED  
- "STOP THE OVERLOOK"
- EMISSION SOURCES  
- CUMULATIVE IMPACTS
- CENTRAL AVE - SIMILAR IMPACTS FROM OVERLOOK  
- HEALTH IMPACTS

- OPPOSITION FROM CASABLANCA COMMUNITY ACTION GROUP
- BUSINESSES ALONG IMPACTS
- USE ADAMS AS CONNECTION TO OVERLOOK
- PROP R MEASURE C RESTRICTS TRAFFIC IN AREA

- TRAFFIC IN HAWARDEN
  - LARGE VOLUMES EXIST NOW
- 4 SCENARIOS - NONE DEAL W/ CUT-THRU TRAFFIC IN HAWARDEN
- NEED TO DIVERT TRAFFIC THRU HAWARDEN
- SCENARIO 4 - "C STREET" AREA - IMPACTS TO NATURAL ENV. IN AREA.
  - EIR - NO SIGN. IMPACT
  - DONT AGREE TO AG.

12/13/12

- BUSINESS OWNER
  - GATES OPEN IS PREFERRED
  - OVERLOOK THRU - OPPOSED.
  - DROP HOME VALUE = TAX REV.
  - SCENARIO 2 - ✓

- TAX \$ SPENT TO PUT RD
  - SHOULD BE USED.

- COST OF OVERLOOK THRU?
  - WHERE \$ COMES FROM?

- SPEED BUMPS ON CENTURY
  - DONT PUT SPEED BUMP IN  
IN OTHER AREAS
  - TRAFFIC/SAFETY ISSUES
  - SPEEDING STILL OCCURS.

- ECONOMIC IMPACTS  
NEED TO BE ADDRESSED!

- HAWARDEN
  - GATES OPEN OK
  - NEED GATES AT OROZCO
- HAWARDEN SPEED BUMPS
  - NO GOOD - NOISE
- HAWARDEN AREA
  - GATES CLOSED - PREFERRED
  - ACADEMY WILL BE OK
  - SPEED BUMPS WILL BE BEST IN AREA.
  - RAUCY TRAFFIC WILL BE MINIMIZED.
  - "C STREET" - DON'T SUPPORT AG IMPACTS

12/13/12

- HAWARDEN IS USED AS CUT-THRU - HEAVY NOW.
- ~~THE~~ ONE STOP LIGHT ON OVERLOOK IS NOT ENOUGH.
  - CAPACITY OF OVERLOOK?
  - AT PEAK?
  - OVERLOOK CAN'T HANDLE.
- DAUCHY / MLK - JFK
  - SCENARIO 1 IS NO GO...
  - SCENARIO 2 IS RIGHT ANSWER
- RANCHO VALENCIA
  - SCENARIO 2 IS RIGHT ONE
- ECONOMIC IMPACTS
  - GATES OPEN - "SHOP RIVERSIDE"

- FLEMINGTON RD
  - TOO NARROW, CAN'T HANDLE TRAFFIC
  - EIR DOESN'T ADDRESS
- 600 - SIGNATURES - ORIGINAL
  - INTENT WAS FOR GATES
  - NOT OVERLOOK CONNECTION
- TRAFFIC ON HAWARDEN
  - NUMEROUS MEETINGS OVER YEARS TO FIGHT TRAFFIC.
- CITY WILL PUT OVERLOOK THRU.
- OUTLET TO WASHINGTON

12/13/12

- OPPOSE TO OVERLOOK
  - "STOP THE OVERLOOK PKWY"
  - CCAG - VOTED TO OPPOSE
  - ALSO VICTORIA ANS GROUP.

- MORENO VALLEY TRAFFIC

- HAWTHORN HILL ACADEMY
  - DON'T CLOSE GATES
  - SECURITY ISSUES W/ GATES CLOSED

- ALES/OVERLOOK AREA
  - NEIGHBORHOOD STREET

12/13/12 BECOME CUT-THRU TRAFFIC ADDRESS THIS DON'T

## Jenkins, Diane

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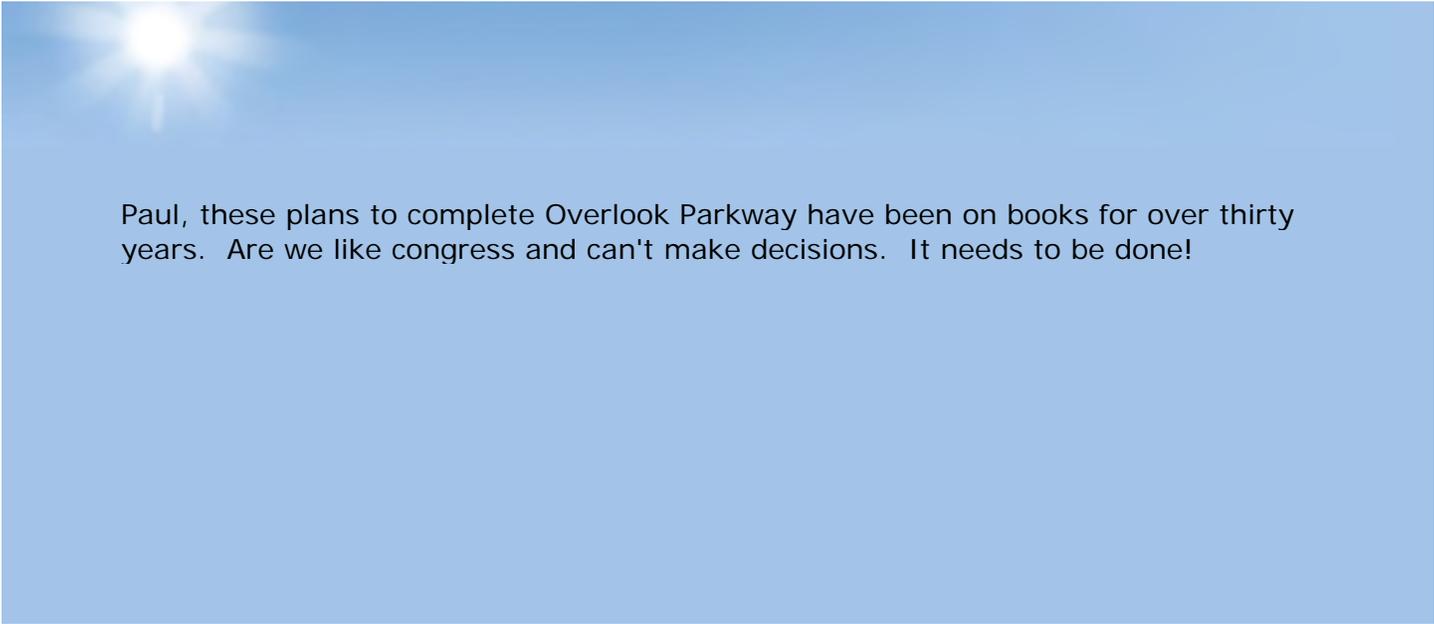
**From:** Davis, Paul  
**Sent:** Tuesday, January 08, 2013 2:33 PM  
**To:** Jenkins, Diane  
**Subject:** FW: Overlook Parkway

FYI

Paul Davis  
Council Member – Ward 4  
City of Riverside

---

**From:** virginia palmerin [<mailto:virginiapalmerin@sbcglobal.net>]  
**Sent:** Tuesday, January 01, 2013 2:01 PM  
**To:** Davis, Paul  
**Subject:** Overlook Parkway



Paul, these plans to complete Overlook Parkway have been on books for over thirty years. Are we like congress and can't make decisions. It needs to be done!

## **Andrade, Frances**

---

**From:** Kanchan Patankar <pinkapat@yahoo.com>  
**Sent:** Friday, January 18, 2013 8:52 AM  
**To:** Jenkins, Diane  
**Subject:** Overlook Pkwy extension

Dear Diane Jenkins,

My name is Kanchan Patankar and I am Riverside resident for over twenty years. We live on Bodewin court which is off of overlook. For the last twenty years we have been living in this area and love the quiet and peaceful neighborhood. We are totally opposed to the extension of the overlook parkway because we feel that this is going to disrupt this beautiful and exclusive community. The extension will bring in a lot of traffic through one of the nicest residential community and also make it very unsafe for the people living in this area. We take pride in our neighborhood and want to keep it this way and do not want it to become a thoroughfare for people from neighboring towns to get onto the freeway. We strongly oppose this extension and hope you will take into account our opinions and reject this project. Thanking you for your time and consideration.

Kanchan Patankar  
Bodewin Ct  
Riverside ,CA 92506



## PECHANGA INDIAN RESERVATION

Temecula Band of Luiseño Mission Indians

### OFFICE OF THE GENERAL COUNSEL

Post Office Box 1477 • Temecula, CA 92593  
Telephone (951) 770-6000 • Fax (951) 695-7445

**General Counsel**  
John L. Macarro

**Deputy General Counsel**  
James E. Cohen  
Michele Fahley  
Steve Bodmer

February 1, 2013

### VIA E-MAIL and USPS

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



**Re: Pechanga Tribe Comments on the Draft Environmental Impact Report (DEIR) for the Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (P11-0050), SCH#2011021028**

Dear Ms. Jenkins;

This comment letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally recognized Indian tribe and sovereign government. The Tribe formally requests, pursuant to Public Resources Code §21092.2, to be notified and involved in the entire CEQA environmental review process for the duration of the above referenced project (the "Project"). If you have not done so already, please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archeological reports, and all documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project. Please also incorporate these comments into the record of approval for this Project.

The Tribe submits these comments concerning the Project's potential impacts to cultural resources in conjunction with the environmental review of the Project and to assist the City in developing appropriate avoidance and preservation standards for the milling features that are associated with the significant Luiseño Village Complex in which the Project sits. The Tribe thanks the City of Riverside for including Native American and archaeological monitoring during earthmoving activities, should Scenario 3 or 4 be chosen (the Tribe understands that there is no development proposed for Scenarios 1 or 2).

However, the Tribe does *not* agree with the significance evaluation results of the milling features. We are further concerned that cultural site P-33-13737/CA-RIV-7517 was not identified in either the archaeological study or DEIR. This is a recorded site, which is in our records and which we discussed with the City during our SB18 meeting. However, it is not addressed in the document. This is a fatal flaw in the DEIR because it fails to assess the impacts

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Public Comments

to *known* resources, contrary to CEQA's requirements. This is even more troubling to the Tribe because the site should have been easily available to the archaeological consultant and because we identified it during our SB 18 meeting.

Finally, the Tribe has some concerns with the proposed mitigation measures. Additional information is provided below.

**THE CITY OF RIVERSIDE MUST INCLUDE INVOLVEMENT OF AND  
CONSULTATION WITH THE PECHANGA TRIBE IN ITS ENVIRONMENTAL  
REVIEW PROCESS**

It has been the intent of the Federal Government<sup>1</sup> and the State of California<sup>2</sup> that Indian tribes be consulted with regard to issues which impact cultural and spiritual resources, as well as other governmental concerns. The responsibility to consult with Indian tribes stems from the unique government-to-government relationship between the United States and Indian tribes. This arises when tribal interests are affected by the actions of governmental agencies and departments. In this case, it is undisputed that the project lies within the Pechanga Tribe's traditional territory. Therefore, in order to comply with CEQA and other applicable Federal and California law, it is imperative that the City of Riverside consult with the Tribe in order to guarantee an adequate knowledge base for an appropriate evaluation of the Project effects, as well as generating adequate mitigation measures.

On this Project, the Lead Agency is required to consult with the Pechanga Tribe pursuant to a State law entitled Traditional Tribal Cultural Places (also known as SB 18; Cal. Govt. C. § 65352.3). The purpose of consultation is to identify any Native American sacred places and any geographical areas which could potentially yield sacred places, identify proper means of treatment and management of such places, and to ensure the protection and preservation of such places through agreed upon mitigation (Cal. Govt. C. 65352.3; SB18, Chapter 905, Section 1(4)(b)(3)). Consultation must be government-to-government, meaning directly between the Tribe and the Lead Agency, seeking agreement where feasible (Cal. Govt. C. § 65352.4; SB18, Chapter 905, Section 1(4)(b)(3)). Lastly, any information conveyed to the Lead Agency concerning Native American sacred places shall be confidential in terms of the specific identity, location, character and use of those places and associated features and objects. This information is not subject to public disclosure pursuant the California Public Records Act (Cal. Govt. C. 6254(r)).

The Tribe conducted a face-to-face consultation with the City under SB18 on June 1, 2011. We thank the City for listening to the Tribe's concerns and for assistance with

<sup>1</sup>See e.g., Executive Memorandum of April 29, 1994 on Government-to-Government Relations with Native American Tribal Governments, Executive Order of November 6, 2000 on Consultation and Coordination with Indian Tribal Governments, Executive Memorandum of September 23, 2004 on Government-to-Government Relationships with Tribal Governments, and Executive Memorandum of November 5, 2009 on Tribal Consultation.  
<sup>2</sup> See California Public Resource Code §5097.9 et seq.; California Government Code §§65351, 65352.3 and 65352.4

participating on the survey. We are still concerned, however, that information regarding a recorded archaeological site within the Project's boundaries was ignored, even after we discussed it during our SB 18 consultation. Since consultation is on-going under SB 18 until the Project is approved, we reserve our right to request an additional SB 18 consultation to address our concerns with the DEIR's adequacy and the proposed mitigation measures.

### **PECHANGA CULTURAL AFFILIATION TO PROJECT AREA**

The Pechanga Tribe asserts that the Project area is part of Luiseño, and therefore the Tribe's, aboriginal territory as evidenced by the existence of Luiseño place names, *tóota yixélval* (rock art, pictographs, petroglyphs), and an extensive Luiseño artifact record in the vicinity of the Project. The Tribe further asserts that this culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to this area as well as our history with Projects within the City of Riverside and its sphere of influence.

The Pechanga Tribe's knowledge of our ancestral boundaries is based on reliable information passed down to us from our elders; published academic works in the areas of anthropology, history and ethno-history; and through recorded ethnographic and linguistic accounts. Many anthropologists and historians who have presented boundaries of the Luiseño traditional territory have included the City of Riverside area in their descriptions (Drucker 1937; Heiser and Whipple 1957; Kroeber 1925; Smith and Freers 1994), and such territory descriptions correspond with what was communicated to the Pechanga people by our elders. While historic accounts and anthropological and linguistic theories are important in determining traditional Luiseño territory, the Pechanga Tribe asserts that the most critical sources of information used to define our traditional territories are our songs, creation accounts, and oral traditions.

Luiseño history originates with the creation of all things at *'éxva Teméeku*, known today as the City of Temecula, and dispersing out to all corners of creation (what is today known as Luiseño territory). It was at Temecula that the Luiseño deity *Wuyóot* lived and taught the people, and here that he became sick, finally expiring at Lake Elsinore. Many of our songs relate the tale of the people taking the dying *Wuyóot* to the many hot springs at Elsinore, where he died (DuBois 1908). He was cremated at *'éxva Teméeku*. It is the Luiseño creation account that connects Elsinore to Temecula, and thus to the Temecula people who were evicted and moved to the Pechanga Reservation, and now known as the Pechanga Band of Luiseño Mission Indians (the Pechanga Tribe). From Elsinore, the people spread out, establishing villages and marking their territories. The first people also became the mountains, plants, animals and heavenly bodies.

Many traditions and stories are passed from generation to generation by songs. One of the Luiseño songs recounts the travels of the people to Elsinore after a great flood (DuBois 1908). From here, they again spread out to the north, south, east and west. Three songs, called *Moníivol*, are songs of the places and landmarks that were destinations of the Luiseño ancestors, several of which are located near the Project area. They describe the exact route of the Temecula

(Pechanga) people and the landmarks made by each to claim title to places in their migrations (DuBois 1908:110). Further, the story of *Táakwish* and *Tukupar* includes place names for events from the Idyllwild area to the Glen Ivy/Corona area (Kroeber 1906). In addition, Pechanga elders state that the Temecula/Pechanga people had usage/gathering rights to an area extending from Rawson Canyon on the east, over to Lake Mathews on the northwest, down Temescal Canyon to Temecula, eastward to Aguanga, and then along the crest of the Cahuilla range back to Rawson Canyon. The Native American Heritage Commission (NAHC) Most Likely Descendent (MLD) files substantiate this habitation and migration record from oral tradition. These examples illustrate a direct correlation between the oral tradition and the physical place; proving the importance of songs and stories as a valid source of information outside of the published anthropological data.

*Tóota yixélval* (rock art) is also an important element in the determination of Luiseño territorial boundaries. *Tóota yixélval* can consist of petroglyphs (incised) elements, or pictographs (painted) elements. The science of archaeology tells us that places can be described through these elements. Riverside and Northern San Diego Counties are home to red, black and white pigmented pictograph panels. Archaeologists have adopted the name for these pictograph-versions, as defined by Ken Hedges of the Museum of Man, as the San Luis Rey style. The San Luis Rey style incorporates elements which include chevrons, zig-zags, dot patterns, sunbursts, handprints, net/chain, anthropomorphic (human-like) and zoomorphic (animal-like) designs. Tribal historians and photographs inform us that some design elements are reminiscent of Luiseño ground paintings. A few of these design elements, particularly the flower motifs, the net/chain and zig-zags, were sometimes depicted in Luiseño basket designs and can be observed in remaining baskets and textiles today.

An additional type of *tóota yixélval*, identified by archaeologists also as rock art or petroglyphs, is known as cupules. Throughout Luiseño territory, there are certain types of large boulders, taking the shape of mushrooms or waves, which contain numerous small pecked and ground indentations, or cupules. Cupules, either located on vertical “wave-shaped” or horizontal “ridge-back” boulders, can be found within Sycamore Canyon—within several hundred feet north and south of the Project, near Oleander Road in Riverside and the *Qaxállku* village complex near Cajalco Rd. at Boulder Springs. Many more are suspected to be located within the Woodcrest area and the southern portion of the City of Riverside although additional research still needs to be conducted. Moreover, according to historian Constance DuBois:

When the people scattered from Ekvo Temeko, Temecula, they were very powerful. When they got to a place, they would sing a song to make water come there, and would call that place theirs; or they would scoop out a hollow in a rock with their hands to have that for their mark as a claim upon the land. The different parties of people had their own marks. For instance, Albañas’s ancestors had theirs, and Lucario’s people had theirs, and their own songs of Munival to tell how they traveled from Temecula, of the spots where they stopped and about the different places they claimed (1908:158).

Thus, our songs and stories, our indigenous place names, as well as academic works, demonstrate that the Luiseño people who occupied what we know today as the City of Riverside and its sphere of influence are ancestors of the present-day Luiseño/Pechanga people, and as such, Pechanga is culturally affiliated to this geographic area. Further, the Pechanga Tribe was designated as the affiliated Tribe by LSA Associates for the March Joint Powers Authority and the March Air Reserve Base, which is located immediately to the south and east of the City (Schroth 1999).

The Tribe welcomes the opportunity to meet with the City of Riverside to further explain and provide documentation concerning our specific cultural affiliation to lands within your jurisdiction.

### **PROJECT IMPACTS TO CULTURAL RESOURCES**

All four of the proposed Project Scenarios are located in a highly sensitive region of Luiseño territory and the Tribe knows that the possibility for recovering subsurface resources during ground-disturbing activities is high. The Tribe has over thirty-five (35) years of experience in working with various types of construction projects throughout its territory. The combination of this knowledge and experience, along with the knowledge of the culturally-sensitive areas and oral tradition, is what the Tribe relies on to make fairly accurate predictions regarding the likelihood of subsurface resources in a particular location. The Pechanga Band is not opposed to this Project; however, we are opposed to any direct, indirect and cumulative impacts this Project may have to tribal cultural resources.

As stated above, the proposed Project is located in a well-documented Luiseño Village. This is confirmed by the information provided by the Eastern Information Center (EIC) in the archaeological study. The Tribe is concerned that the archaeological study does not acknowledge that the milling features located within the Project Impact Area (PIA) are associated with the Village and determines them to be insignificant. The DEIR states that the closest possible habitation is between 300 and 730 meters to the north and that milling features are not considered part of habitation or village areas. This is especially troubling as the majority of archaeological literature confirms that milling features are an indicator of semi-permanent or permanent dwelling. The consultant did not address this inconsistency in either the study or the DEIR. The Tribe argues that milling features, which were used to process foodstuffs similar to modern-day kitchens, were integral to survival and necessary for habitation. Additionally, the fact that there are literally hundreds of milling features in the Sycamore Canyon area provides ample evidence that this was a highly active and well-populated area.

### **THE DEIR IS FATALLY FLAWED IN THAT IT IGNORES A RECORDED SITE ON THE PROPERTY WHICH HAS NOT BEEN ASSESSED AS REQUIRED BY CEQA**

Additionally, the Tribe submitted concerns to the City via electronic mail on June 17, 2011 regarding a previously recorded milling feature/lithic scatter P-33-13737/CA-RIV-7517

located within the Project's boundaries. This site is located near the eastern portion of the Project and may possibly be impacted during construction of the bridge in Scenarios 3 and 4. The Tribe did not find a discussion of this site within the archaeological study or the DEIR. We would like to discuss this further with the City. If the site will be impacted by the PIA, appropriate mitigation measure need to be developer for preservation, protection and avoidance and without a proper assessment, the DEIR is faulty and cannot be adopted as it because it fails to adequately assess the impacts to cultural resources.

As such, it is our position that DEIR must be re-circulated because it is missing information that is readily available to the City and to ignore the presence of resources without discussion or mitigation measures falls short of the City's mandates for due diligence under CEQA. This omission means that the EIR is not in compliance with CEQA and subjects the City to a potential legal challenge to the document. (*See, e.g., "Whether an EIR will be found in compliance with CEQA involves an evaluation of whether the discussion of environmental impacts reasonably sets forth sufficient information to foster informed public participation and to enable the decision makers to consider the environmental factors necessary to make a reasoned decision." Berkeley Keep Jets Over the Bay Com. v. Board of Port Commissioners* (1st Dist. 2001) 91 Cal. App. 4th 1344, 1355; "A legally adequate EIR... must contain sufficient detail to help ensure the integrity of the process of decision-making by precluding stubborn problems or serious criticism from being swept under the rug." *Kings County Farm Bureau v. City of Hanford* (5th Dist. 1990) 221 Cal. App.3d 692, 733; The EIR "must reflect the analytic route the agency traveled from evidence to action." *Kings County Farm Bureau v. City of Hanford* (5th Dist. 1990) 221 Cal. App. 3d 692, 733. "The EIR must contain facts and analysis, not just the bare conclusions of a public agency. An agency's opinion concerning matters within its expertise is of obvious value, but the public and decision-makers, for whom the EIR is prepared, should also have before them the basis for that opinion so as to enable them to make an independent, reasoned judgment." *Santiago Water District v. County of Orange* (4th Dist. 1981) 118 Cal. App. 3d 818, 831; "An EIR must include detail sufficient to enable those who did not participate in its preparation to understand and to consider meaningfully the issues raised by the proposed project." 47 Cal. 3d 376, 404-405).

### **PROJECT MITIGATION MEASURES**

The Tribe has reviewed the proposed mitigation measures in the DEIR. We thank the City for inclusion of both tribal and archaeological monitoring during proposed earth-moving activities if either Scenarios 3 or 4 are selected for implementation. In addition to re-circulation, the Tribe suggests the following modification and clarification measures (underlines are additions, strikeouts are deletions.)

**MM-CUL-2:** To reduce impacts to archaeological resources during grading and other ground disturbing activities of previously undisturbed deposits, monitoring by a qualified archaeologist and Native American ~~representative~~ monitor – which the City shall contract for – shall occur for the construction of Overlook Parkway and the

Proposed C Street, including within the Alessandro Arroyo. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections shall be determined by the Project Archaeologist in consultation with the Native American Monitor. ~~Monitoring of cutting of previously disturbed deposits shall be determined by the Project Archaeologist.~~

If previously unknown subsurface resources are found during grading, the Project Archaeologist, in consultation with the Native American monitor, shall have the authority to divert or temporarily halt ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. At the time of discovery, the City shall be notified and measures shall be implemented to insure any Project-related impacts are reduced to a level below significance. Construction activities shall be allowed to resume in the affected area only after the City has concurred with the evaluation. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the Project Archaeologist and approved by the City, then carried out using professional archaeological methods and sensitivity to tribal preferences and cultural concerns.

Should known pre-historic sites, regardless of their significance, be proposed for impacts during construction, the City, the Project archaeologist and the Tribe shall determine, through consultation, the best course of action for avoidance, as preferred under State law and/or appropriate mitigation measures.

The Project Archaeologist shall submit monthly status reports to the City Public Works Department starting from the date of the Notice to Proceed to termination of implementation of the grading monitoring program. The reports shall briefly summarize all activities during the period and the status of progress on overall plan implementation. Upon completion of the implementation phase, a final report shall be submitted describing the plan compliance procedures and site conditions before and after construction. Any final archaeological monitoring report shall be submitted to the City, the Eastern Information Center and the monitoring tribe(s).

Upon completion of the Project, if no archaeological resources are encountered during grading, then a final Negative Monitoring Report shall be submitted substantiating that grading activities are completed and no cultural resources were encountered. Monitoring logs showing the date and time that the monitor was on site must be included in the Negative Monitoring Report.

If archaeological resources were encountered during grading, the Project Archaeologist shall provide a Monitoring Report stating that the field grading monitoring activities have been completed, and that resources have been

encountered. The report shall detail all cultural artifacts and deposits discovered during monitoring and the anticipated time schedule for completion of the curation phase of the monitoring.

MM-CUL-3: At least 30 days prior to seeking a grading permit, the City shall contact the appropriate Tribe<sup>3</sup> to notify the Tribe of grading, excavation and the monitoring program, and to coordinate with the City of Riverside and the Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

Construction of the Proposed C Street could potentially impact additional unknown archaeological resources (**S4-CUL-3**). Mitigation is detailed below.

**MM-CUL-34:** To reduce impacts to archaeological resources for the Proposed C Street, prior to commencement of grading, the unsurveyed portions of the route shall be surveyed by a qualified archaeologist and a Native American monitor to determine if cultural resources are present. The survey shall follow City of Riverside guidelines in effect at the time of the survey. If no cultural resources are found during the survey, no additional work is required prior to construction. Should cultural resources be found in the Project impact area during the survey, the road alignment shall be redesigned to avoid the resource. If the Project cannot be feasibly redesigned to avoid the resource, a testing program shall be implemented under the direction of the City's Historic Preservation Officer according to the following steps.

1. The testing program shall be written by an archaeologist qualified by the City of Riverside as a Principal Investigator and follow current guidelines for testing of cultural resources, in consultation with the Native American monitor. Testing programs shall consist of a combination of site mapping and the excavation of an appropriate number of test units and shovel test pits. The testing program shall be used to identify subsurface deposits and to define site boundaries. Testing will also determine the integrity of each resource, including presence of disturbance to the site, extent of disturbance, and if any intact subsurface deposits remain. Analysis of the resources shall be addressed

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<sup>3</sup> It is anticipated that the Pechanga Band of Luiseño Indians will be the "appropriate tribe" due to its prior and extensive coordination with the City in determining potentially significant impacts and appropriate mitigation measures and due to its demonstrated cultural affiliation with the project area.

in context of any surrounding sites and shall include any tribal and cultural information that is available. This testing program will also determine whether the portions of the sites in the proposed Area of Potential Effect are significant historical resources under City of Riverside and CEQA criteria.

2. If testing determines a resource is significant under City of Riverside or CEQA guidelines, a research design and data recovery program shall be required to mitigate Project related impacts to a level below that of significance. The research design/data recovery program shall be written by a City of Riverside archaeologist qualified as a Principal Investigator in consultation with the interested appropriate tribe. The research design/data recovery program shall identify important research questions and explain procedures to be used in the excavation, analysis, and curation of recovered materials.

MM-CUL-45 not included as it pertains to paleontological issues.

**MM-CUL-6** If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the “most likely descendant(s)” of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98 and the Treatment Agreement described in MM 2.

**MM-CUL-7** The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods and all archaeological artifacts that are found on the project area to the appropriate Tribe for proper treatment and disposition. Proper treatment and disposition may include curation at a facility identified by the City, which may include tribal curation facilities such as that maintained by the Pechanga Band of Luiseño Indians, which meets C.F.R. Part 79 standards.

**MM-CUL-8** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

The Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project's impacts to cultural resources and potential mitigation for such impacts.

Pechanga Comment Letter to the City of Riverside  
Re: Pechanga Tribe Comments on the DEIR for P11-0050  
February 1, 2013  
Page 10

The Pechanga Tribe looks forward to working together with the City of Riverside in protecting the invaluable Pechanga cultural resources found in the Project area. Please contact me at 951-770-8104 or at ahoover@pechanga-nsn.gov once you have had a chance to review these comments so that we might address the issues concerning the DEIR and mitigation language. Thank you.

Sincerely,  


Michele Fahley  
Deputy General Counsel

Cc: Pechanga Cultural Resources Department  
Brenda Tomaras, Tomaras & Ogas, LLP

**Jenkins, Diane**

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**From:** Andrea Fernandez <afernandez@pechanga-nsn.gov>  
**Sent:** Friday, February 01, 2013 3:55 PM  
**To:** Jenkins, Diane  
**Cc:** Anna Hoover; Michele Fahley  
**Subject:** Crystal View Terrace/Green Orchard Place/ Overlook Parkway Project (P11-0050), SCH# 2011021028  
**Attachments:** 1729\_001.pdf

Dear Ms. Jenkins,

Attached please find the Pechanga Tribes comment letter pertaining to the above referenced project. The original will follow via U.S. mail.

If you have any questions please call Michele Fahley at (951)-770-6179.

Thank You,  
Andrea Fernandez

## Jenkins, Diane

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**From:** Davis, Paul  
**Sent:** Friday, January 11, 2013 1:21 PM  
**To:** Jenkins, Diane  
**Subject:** FW: Request additional time for DEIR comment period

FYI

Paul Davis  
Council Member - Ward 4  
City of Riverside

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From: Gary Peters [porvenegjp@aol.com]  
Sent: Friday, January 11, 2013 1:16 PM  
To: Davis, Paul  
Subject: Request additional time for DEIR comment period

Do not pass the DEIR for the overlook connection. The traffic accidents will be unbelievable. The traffic now just fly down Overlook. I can not see where this will be a safe street to travel. Gary Peters  
1443 Rimroad

Sent from my iPad

## Jenkins, Diane

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**From:** Tainter, Nola  
**Sent:** Friday, January 11, 2013 11:08 AM  
**To:** Davis, Paul; Jenkins, Diane  
**Subject:** RE: Riverside CA Traffic | Congestion | Highway from Hell | stoptheoverlookparkway.com

Wow!

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

---

**From:** Davis, Paul  
**Sent:** Friday, January 11, 2013 10:07 AM  
**To:** Jenkins, Diane; Tainter, Nola  
**Subject:** FW: Riverside CA Traffic | Congestion | Highway from Hell | stoptheoverlookparkway.com

FYI

Paul Davis  
Council Member - Ward 4  
City of Riverside

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**From:** Charis Pond [horseyone@earthlink.net]  
**Sent:** Thursday, January 10, 2013 8:23 AM  
**To:** Davis, Paul  
**Subject:** Riverside CA Traffic | Congestion | Highway from Hell | stoptheoverlookparkway.com

Here is the letter I mentioned in my email to you this morning.  
<http://www.stoptheoverlookparkway.net/testimonials.aspx>

## Jenkins, Diane

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**From:** Davis, Paul  
**Sent:** Friday, January 11, 2013 10:07 AM  
**To:** Jenkins, Diane  
**Subject:** FW: Request additional time for DEIR comment period

FYI

Paul Davis  
Council Member - Ward 4  
City of Riverside

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**From:** Charis Pond [horseyc@earthlink.net]  
**Sent:** Thursday, January 10, 2013 8:15 AM  
**To:** Davis, Paul  
**Cc:** Kurt; Jones Marla  
**Subject:** Request additional time for DEIR comment period

I am appalled and quite frankly, dumbfounded, that the Overlook Parkway issue keeps re-surfacing. During an open comment period I, along with many other neighbors and residents of this affected area, voiced my concerns about the Council's disregard for its own stated objectives for our city: its historic neighborhoods, the voter mandated Measure C and Prop R, as well as the future of the historic Victoria Avenue. If you do not have a copy of my letter, feel free to find it on the "Stop the Overlook Parkway" website. Other alternatives to a bridge over the arroyo exist; the Council needs to do the right thing for the community, the environment and the city! **NOT ONLY SHOULD YOU NOT APPROVE THE DIER, BUT YOU SHOULD REMOVE THE EXTENSION AND BRIDGE ON OVERLOOK PARKWAY FROM THE GENERAL PLAN...PERMANENTLY!!!!** This issue should not keep re-surfacing!!

I love this area, and the city, but will not stay if this is approved. Approval of the DIER and the arroyo bridge is a capitulation to Moreno Valley residents who will have no financial responsibility for it, will foul our air, create traffic congestion and noise, and forever change the landscape of this beloved area. I ask that you do the right thing for your constituents and this city. Vote NO on the DIER and **PERMANENTLY REMOVE** this issue from the general plan!

Sincerely,

Charis Pond

[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...**

**... constant vehicular gridlock...**

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

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

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

March 20, 2011

RE: OBJECTION TO BRIDGE ON OVERLOOK PARKWAY

To Whom It May Concern:

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

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

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

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

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

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

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

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

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

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

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

As residents of this neighborhood, there is no question that we would be impacted not only by the increased traffic, but by noise and air pollution as well. We pay among the highest property taxes in the city, can expect a decrease in property values, without a decrease in taxes, and all of this to accommodate residents of a city built without an intelligent growth plan, or revenue to pay for this structure, and its financial support.

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

Respectfully submitted for your consideration,

Charis Pond  
Riverside, CA. 92506

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## Andrade, Frances

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**From:** tom prewitt <1tom@earthlink.net>  
**Sent:** Monday, February 04, 2013 2:35 PM  
**To:** Jenkins, Diane  
**Subject:** Overlook Pkwy. Extension

Dear Mr. Jenkins,

I have lived in Old Whitegates since 1980. As you probably know, many changes have happened to that area in the past 30 years or so. Adding 20,000+ new cars thru that corridor will have very dire consequences on the neighborhood and surrounding areas. I say + because I fell the DEIR conclusions are understated.

I urge you to use what ever power you have in this matter to get this extension removed from the General Plan so we don't have to keep fighting this every so often in the future.

Thank you for your attention to this very important matter concerning our fine city and neighborhood.

Best regards,

George T Prewitt  
7355 Laurie Dr.  
Riverside  
951-354-2600

**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

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

## Jenkins, Diane

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**From:** Gwilt, Jessica  
**Sent:** Monday, January 14, 2013 9:01 AM  
**To:** Jenkins, Diane; Hayes, Steve  
**Subject:** FW:

I got this from what I believe is one of the people on the EIR email list that I sent the notice to, figured I should forward it to you both.

**From:** Gayle [<mailto:iwk4food@charter.net>]  
**Sent:** Friday, January 11, 2013 8:56 PM  
**To:** Gwilt, Jessica  
**Subject:**

Hello,

I am a resident and business owner that travels thru the Crystal View Terrace gates. I would hope that the city would leave them opened and eventually remove. In this economy of City regulation for signage, banners ect we need all the access to our stores as possible. I live on Gwynn Ct and have a business in the Orangecrest shopping center. When the gates are closed , the traffic of having the residents on the other side ( overlook area) to travel around via Van Buren or Washington to get back to the Mission Grove / Orangecrest shopping centers.

You would think the few who do not want the gates removed would find something better to waste their time and our taxpayers money on-

Just a thought !

Kathryn Rashidi

**From:** Jenkins, Diane  
**To:** ["kurtgunther"](#)  
**Subject:** RE: NOP for DEIR project P11-0050  
**Date:** Monday, December 31, 2012 8:21:00 AM  
**Attachments:** [Jan 9 2013 Spec Mtg Agn.pdf](#)

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Happy New Year Mr. Gunther,

I have attached a copy of the agenda for the January 9<sup>th</sup> workshop to this e-mail. The workshop is intended to go over the traffic related impacts associated with the four scenarios proposed in the DEIR only, with the Transportation Board and the City Planning Commission.

In the future a full public hearing will be held on the entire DEIR with the City Planning Commission.

Thank you

Di

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

 please consider the ENVIRONMENT before printing this email

---

**From:** kurtgunther [mailto:kurtgunther@victoriaavenue.org]  
**Sent:** Saturday, December 29, 2012 11:53 AM  
**To:** Jenkins, Diane  
**Subject:** NOP for DEIR project P11-0050

Ms. Jenkins,

Can you tell me what the agenda is for the January 9<sup>th</sup> meeting in the Riverside County Board of Supervisors room?

What is the purpose of this workshop?

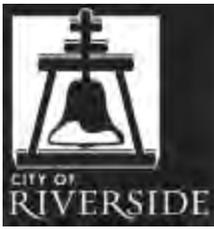
Thank you,

**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.



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



# TRANSPORTATION BOARD/ CITY PLANNING COMMISSION WORKSHOP

January 9, 2013, 6:00 P.M.  
County Board of Supervisor's Room  
4080 Lemon Street, 1<sup>st</sup> floor, Riverside, CA

## AGENDA

### NOTICE TO THE PUBLIC

Any person who has information to contribute during the Transportation Board/City Planning Commission Workshop meeting is invited to participate.

### CALL TO ORDER.

### PLEDGE OF ALLEGIANCE

### APPROVAL OF THE MINUTES OF DECEMBER 5, 2012

**ORAL COMMUNICATIONS**—*Oral communications from the audience regarding traffic matters - Individual audience participation is limited to 3 minutes and you will be asked to state your name and city of residence.*

**DISCUSSION CALENDAR**—*This portion of the Agenda is for all matters where Staff and public participation is anticipated and for any items removed from the Consent Calendar requested by the Board, staff or the public at the beginning of the Board meeting. Audience participation is encouraged.*

1. Transportation issues of the Draft Environmental Impact Report (DEIR) for the Crystal View Terrace/Green Orchard Place/Overlook Parkway Project — Oral Presentation by the consultant RECON Environmental, Inc.
  - a. Transportation Section can be found at [http://www.riversideca.gov/planning/pdf/eir/3.11\\_traf.pdf](http://www.riversideca.gov/planning/pdf/eir/3.11_traf.pdf)
  - b. Traffic Impact Analysis (TIA) can be found at [http://www.riversideca.gov/planning/pdf/eir/App\\_J\\_TIA.pdf](http://www.riversideca.gov/planning/pdf/eir/App_J_TIA.pdf)
  - c. A good source for summary information on the document is the Executive Summary found <http://www.riversideca.gov/planning/pdf/eir/sum.pdf>

### BOARD MEMBER COMMUNICATIONS

### ADJOURNMENT

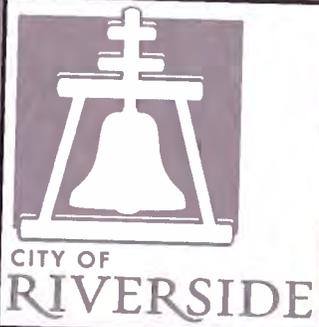
#### Accessibility Policy

P11-0050/P12-0220, Exhibit 16

Public Comments

The City of Riverside wishes to make all of its public meetings accessible to the public. Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities, as required by Section 202 of the Americans with Disabilities Act of 1990.

Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to the City's ADA Coordinator at (951) 826-5555 or TDD at (951) 826-2551 at least 72 hours before the meeting, if possible.



CRYSTAL VIEW TERRACE  
GREEN ORCHARD PLACE  
OVERLOOK PARKWAY

# 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 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, March 1, 2013 by 5:00 p.m.** Thank you.

**Comments:**

*To start, DON'T certify the E.I.R. The so called Master Plan isn't good. Overlook Parkway has been a hot potato for many years and the E.I.R. doesn't appear to meet the needs of the community nor of the public who reside in Riverside.*

*This Master Plan has driven the*

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

Name (please print): Lecilia Rios Signature: Lecilia Rios

Mailing Address: 4669 Boardwalk Dr. Riverside Ca 92507

E-mail Address: N/A

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

Comments:

Citrus Growers out of the area. Where there was beautiful groves now the are houses or strip malls or just plain malls.

Down Town Riverside was once a beautiful/wonderful place to shop but now all of the fine stores have been or were pushed out of that area. People now go to "The Mall" & have taken business away.

It is more than likely, too late to stop any of this so called progress but the city needs to consider the needs of the community, first and foremost.  
Thank you

## Riverside Land Conservancy



31 January 2013  
Diane Jenkins, AICP, Principal Planner  
City of Riverside, Planning Division  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside, CA 92522

### BOARD OF DIRECTORS

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

Pete Dangermond  
**Consultant**

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

Riverside Land Conservancy  
4075 Mission Inn Ave.  
Riverside, CA 92501  
(951) 788-0670  
Fax (951) 788-0679  
JEaston@RiversideLandConservancy.org  
[www.riversidelandconservancy.org](http://www.riversidelandconservancy.org)

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

RE: Draft Environmental Impact Report (DEIR) for Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (P11-0050); (SCH No. 2011021028)

Dear Ms. Jenkins:

Thank you for the opportunity for Riverside Land Conservancy (RLC) to comment on the Crystal View Terrace/Green Orchard Place /Overlook Parkway Project DEIR. RLC is a non-profit organization dedicated to the conservation of open space lands in the Riverside area and Southern California region that are important for their wildlife habitat, water conservation, scenic, recreational, archaeological/historical, and other natural and compatible community values.

Riverside Land Conservancy has been involved and has played an important role in many land conservation and public education efforts (as listed in our response to the NOP for this DEIR, dated 21 March 2011, attached) involving Alessandro Arroyo for more than 20 years. RLC is currently the steward for two open space lands comprising a total of 15.8 acres in Alessandro Arroyo, located upstream near the proposed Alessandro Arroyo bridge segment of the contemplated Overlook Parkway Project. RLC holds a 4.1 acre open space easement located in the arroyo only about 170 feet upstream of the proposed bridge, and a 11.7 acre fee title open space property in the arroyo located immediately upstream of the nearby Berry Road crossing. Additionally, RLC is the steward for 74 acres in the nearby Prenda Arroyo. Within the Alessandro Arroyo, open space conservation extends beyond the RLC properties to include other lands preserved under open space easements for Tract Map 29628 and Tract Map 32270. Please refer to attached Map 1 and Map 2 showing open space lands in Alessandro Arroyo and in the vicinity of the proposed project.

We are concerned about the effects of both temporary and permanent disturbances and alterations to the arroyo that would exacerbate existing significant flooding, streambed down-cutting, siltation, vegetation, and wildlife corridor damage to the arroyo. The DEIR addresses these issues to some degree, but concludes that the impacts associated with bridge construction would be less than significant. The existing arroyo damage is primarily due to a combination of general grading in the vicinity, the construction of the Berry Road crossing, urban storm water runoff, and exceptional flooding events. In particular, the culverted Berry Road crossing has concentrated and accelerated flows, and combined with the approximate 15-foot drop from the culverts down to the arroyo bed, has caused significant down-cutting in the arroyo. The Berry Road culverts and 15-foot drop have also disrupted the wildlife corridor values of the arroyo. The proposed Overlook Parkway Project bridge would only add to the existing problematic arroyo damage creating cumulative impacts within Alessandro Arroyo. The cumulative impacts are not addressed in the DEIR, RLC requests that the FEIR address the issue. One way to mitigate the impacts of the proposed bridge and the associated damage to the arroyo would be to remove the Berry Road arroyo crossing and remediate the damage caused by the crossing. Remediation of the damage to the arroyo could consist of habitat restoration between the Berry Road crossing and the proposed Overlook Parkway bridge. RLC recommended in its NOP response that the

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Public Comments

31 January 2013  
Diane Jenkins, AICP, Principal Planner  
page 2

project's scope be expanded to include the removal of the Berry Road crossing, and is disappointed that this matter was not addressed in the DEIR, potentially as a variation to Scenario 3 or 4; RLC hereby requests that it be considered in the Final EIR.

RLC is also concerned that although the DEIR displays a map of the City's 2025 General Plan showing a planned Secondary Trail along Alessandro Arroyo, and does address area bikeway issues, impacts, and mitigation, it does not address how the proposed Overlook Parkway Project arroyo bridge and associated facilities in the arroyo would impact the feasibility of providing that trail. RLC requested in its NOP response that the effects of the proposed project on the planned Secondary Trail be addressed in the DEIR, and hereby requests that it be addressed in the Final EIR.

Although the City's "Arroyo Ordinance" (Ordinance 6673 and Title 17 of Riverside Municipal Code and) is mentioned in the DEIR (e.g. Section 3.5 Drainage/Hydrology/Water Quality), there is no discussion of the project effects in the context of, or compliance with, the Ordinance. RLC recommends that the final EIR include such an evaluation.

The specific issues of direct and cumulative impacts to the arroyo and the effects of the proposed project on the planned Secondary Trail are not adequately addressed in the Draft EIR and should be incorporated in sufficient detail in the Final EIR. Alternatively, if a decision is reached to construct the Overlook Parkway bridge over the Alessandro Arroyo, then a project EIR should be prepared for the bridge and the immediate area including the surrounding neighborhood.

Thank you for this opportunity to comment on the Draft EIR for this proposed project. If you need clarification about our concerns about this project and how to resolve them, we would be happy to discuss them with you. Please contact Jack Easton at [jeaston@riversidelandconservancy.org](mailto:jeaston@riversidelandconservancy.org) or at (951) 788-0670 if you require further information.

Sincerely,  
RIVERSIDE LAND CONSERVANCY



Jack Easton  
Biologist/Lands Manager

Enc: NOP Comment Letter by RLC, 21 March 2011  
Map 1. RLC Conservation Lands in Vicinity of Overlook Parkway  
Map 2. Land Uses in Vicinity of Overlook Parkway

## Riverside Land Conservancy



SERVING SOUTHERN CALIFORNIA

21 March 2011

### BOARD OF DIRECTORS

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Mac McQuern  
Brian Moore  
Mary Lou Morales  
Robert A. Nelson  
Thomas Scott  
Dan Silver  
Norton Younglove

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

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

Dear Mr. Gonzalez:

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

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

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

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

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

### STAFF

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

Pete Dangermond  
**Consultant**

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

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

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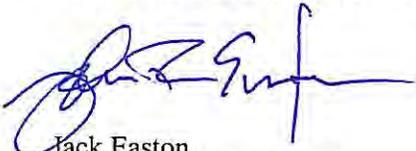
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21 March 2011  
Mr. Gus Gonzalez  
Page 2

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

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

Sincerely,  
RIVERSIDE LAND CONSERVANCY



Jack Easton  
Biologist/Lands Manager

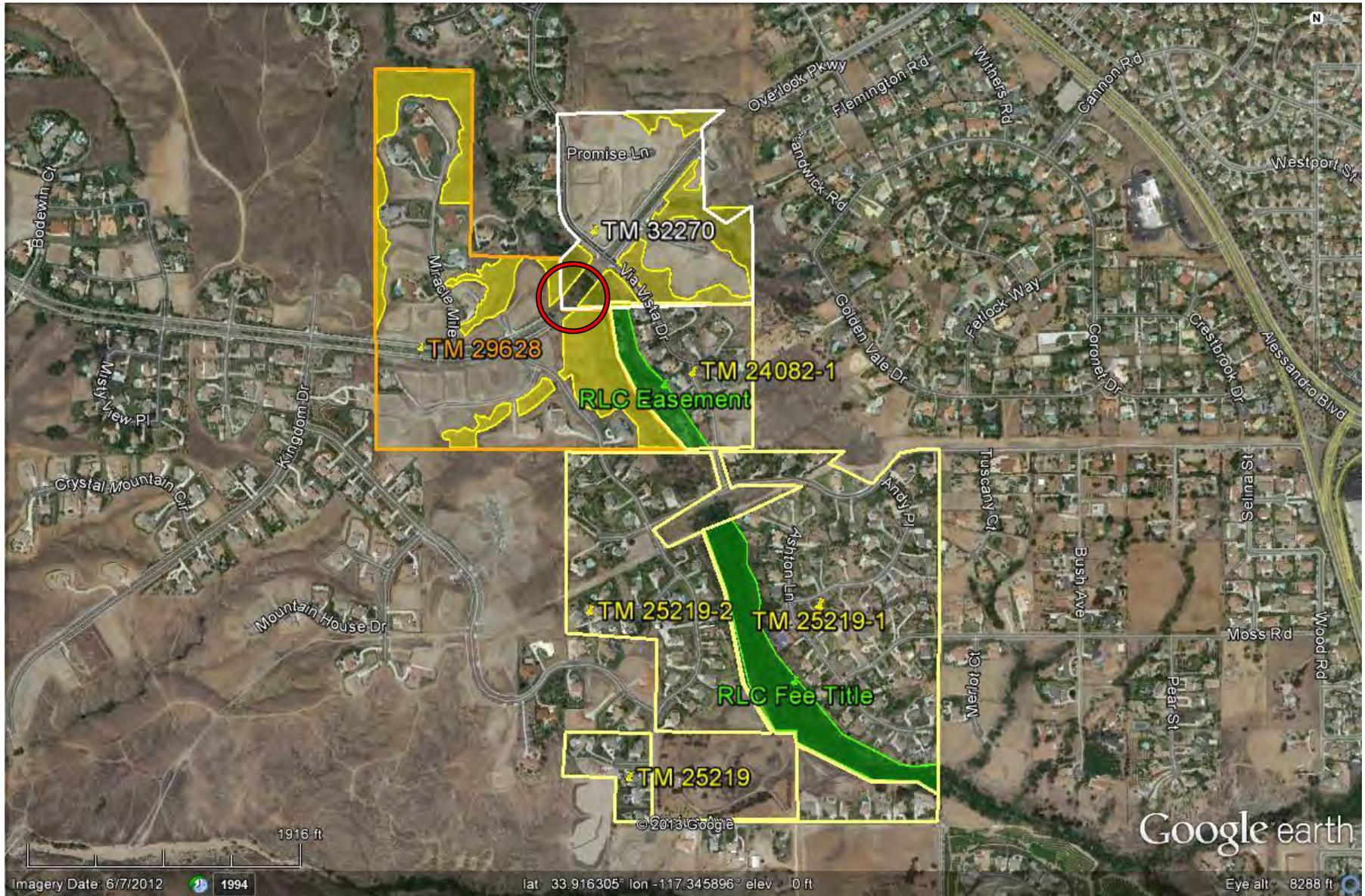


**Map1: CONSERVATION LANDS IN VICINITY OF OVERLOOK PARKWAY**  
 Riverside Land Conservancy (RLC)



**RLC Conservation Lands**

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



**Map2: LAND USES IN VICINITY OF OVERLOOK PARKWAY**  
 Riverside Land Conservancy (RLC)

 Proposed Overlook Parkway Bridge Site

 RLC Conservation Lands

 Open Space Easement  
 per referenced Tract Map (TM)

## Jenkins, Diane

---

**From:** Ana Rotar <ana.rotar@gmail.com>  
**Sent:** Friday, March 01, 2013 10:24 AM  
**To:** Jenkins, Diane  
**Subject:** Public Comment

To Whom It May Concern:

I am writing to express my objection to the connection of Overlook Parkway. As a resident in the area, I feel this would only harm and not benefit the local community. The traffic and congestion in the area would ruin the best neighborhood in the area, decrease property values and bring more crime into the area. Furthermore, the proposed street C would destroy the greenbelt and forever change the face of Riverside. I hope you strongly support not connecting overlook and keeping the gates at Crystal View and Green Orchard open.

I thank you for your consideration of my request.

Ana Rotar  
7891 Silver Hills Drive  
Riverside, CA 92506  
[951-756-5813](tel:951-756-5813)  
[ana.rotar@gmail.com](mailto:ana.rotar@gmail.com)

## Jenkins, Diane

---

**From:** Suzanne Rowland's <palmyview@earthlink.net>  
**Sent:** Thursday, February 28, 2013 6:17 PM  
**To:** Jenkins, Diane  
**Subject:** Overlook Parkway

Dear ms Jenkins,

Please reject the EIR. It is obvious the contractors disregarded actual numbers of vehicles using Orosco and Hawarden with open gates and would greatly increase with a completed parkway.

They underestimated costs--the railroad crossing. They failed to realize the Greenbelt is protected by law--prop R.

Suzanne Rowland's

Sent from my iPad

**Andrade, Frances**

---

**From:** Marianne Rusich <mrusich@gmail.com>  
**Sent:** Wednesday, February 20, 2013 3:47 PM  
**To:** Jenkins, Diane  
**Subject:** Removal of Gates at Crystal View and Green Orchard

Hello Ms. Jenkins

I am a homeowner at 14112 Tuscany Court, Riverside, CA. I am writing in response to the Crystal View and Green Orchard Gates.

As a homeowner in the area I travel this route several times per day, this is my neighborhood and I want the gates REMOVED at Crystal View and Green Orchard. This is an extreme safety hazard and inconvenience for the gates to be closed. As such, I want the to be REMOVED AS IN SENERIO 2 of the Environmental Report.

If you have any further questions, or need to contact me, I can be reached at 951 202 2718

Marianne Rusich

[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...**

... constant vehicular gridlock...

March 18, 2011

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

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

To Mr. Gonzalez,

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

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

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

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

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

Cordially,

Suzanne Russell  
Riverside, CA

**... 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

---

**From:** Pattie Sanchez <pattie@lambenergy.com>  
**Sent:** Thursday, February 28, 2013 1:00 PM  
**To:** Jenkins, Diane  
**Cc:** Davis, Paul; MacArthur, Chris; Gardner, Mike; Melendrez, Andy; Hart, Nancy; Adams, Steve; 'Beverly Bailey'  
**Subject:** Concerns about DEIR and the General Plan Option 3 and 4

Sent on Behalf of Scott and Beverly Bailey, 7220 Brandon Ct Riverside

Dear Sirs and Madam,

We oppose DEIR and the General Plan option 3 and 4 as we believe these plans have flaws. Option 3 does not adequately address the 20,000 plus cars as they approach Washington and Victoria, Washington and Lincoln, Washington and Indiana. In addition Option 3 does not address the consequences of increased traffic through these neighborhoods. Option 4 does not address the risk to pedestrians (including children) utilizing their residential area to play, exercise and walk pets. The thought of widening Madison is also flawed; these residence and business owners will now have traffic at their front door along with the dangers that accompanies increased traffic. Also the plan does not address the frequent rail traffic and blocked access to the freeway. If an underpass is constructed which would take years what is the estimated cost?

The other concern this plan is not taking into consideration is the emission levels for Casa Blanca and Madison what is the price you are willing to pay to sacrifice the health of residents in the area? What about the effect of noise on our health and disruption to my community and way of life?

As voters we approved Proposition R and Measure C and expect that their integrity will be respected and maintained. If option 4 succeeds this plan will destroy a historic grove with trees dating from early 1900's this overrides voter approval and will permanently alter Victoria Ave which is a historical landmark. Every member must take into account the esthetics of our neighborhood and our rich history.

In closing I would like to remind you that the City of Riverside is a special city and this unique area must be preserved. We believe that the extension of Overlook parkway must be removed from the General Plan. For example the removal of the Central Avenue extension, today all residents have a wonderful park at Chicago and Central, rather than the rush of traffic.

Sincerely,

The Baileys

## Jenkins, Diane

---

**From:** Davis, Paul  
**Sent:** Tuesday, January 08, 2013 2:18 PM  
**To:** Jenkins, Diane  
**Subject:** FW: GATES on CRYSTAL VIEW and GREEN ORCHARD

FYI

Paul Davis  
Council Member – Ward 4  
City of Riverside

---

**From:** DAVE SAUERS [<mailto:welco@salesusa.org>]  
**Sent:** Monday, January 07, 2013 9:21 AM  
**To:** Davis, Paul  
**Subject:** GATES on CRYSTAL VIEW and GREEN ORCHARD

PAUL,

I will not be able to attend the workshop on Wednesday so I want to send you a note advising you how important it is that the gates stay open.

Over the past two years I have had two medical emergencies where the open gates saved travel time and mileage.

I must remind you the people that live in the Overlook, Crystal View area have as much right to access my street as I do theirs. **It is not their city, it is ours!**

I pay property tax \$\$ too.

I do think the speed bumps and stop signs have helped and also think there should be weight limit and no trucks allowed signs posted in the area.

The PE article points out some of the extremes, as most of the traffic is local. Just walk my neighborhood and ask people, they will agree....the gates must stay open.

***Thanks,  
David Sauers***

**7930 Harbart Drive  
Riverside, Ca. 92506**

<<mailto:david@dsauers.com>>  
WEB: <<http://www.dsauers.com>>  
PH- 866-567-8377  
PH- 951-789-5585  
FX- 951-789-5575

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

February 19, 2013

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

Re: P11-0050  
Crystal View terrace/Green Orchard Place/Overlook Parkway Project

Ms. Jenkins,

I have been a resident of the City of Riverside for 25 years. As a long time resident, I have had the opportunity to watch our city grow and change.

Riverside's uniqueness is its greatest asset. Open spaces including the Greenbelt, the revitalization of downtown, its number of colleges and universities, diverse population, historic preservation efforts including Victoria Avenue, and many distinct neighborhoods set Riverside apart from other Southern California cities.

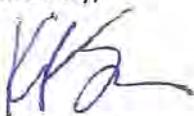
I want to be on record in absolute opposition to any discussions about connecting Overlook Parkway. To create a major thoroughfare that will cut through multiple neighborhoods by beginning/ending at the 91 Freeway is irresponsible of city planners. Such a connection will devastate the neighborhood of Casa Blanca and that is unacceptable. Additionally, if this road were so critical to the traffic patterns of the city, then it should have been built long before newer neighborhoods became well established around it as well.

Victoria Avenue is a rare jewel in this city and sets Riverside apart from other cookie-cutter cities throughout Southern California. For city planners to even consider a high volume of traffic to cross and impact this historic street is short-sighted and irresponsible.

The connection of Overlook Parkway will primarily serve as a short-cut for drivers to avoid freeways. This will dramatically increase traffic on local city streets and will have a direct impact on Casa Blanca and Arlington Heights residents. I ask that city management advocate for what is in the best interest of local neighborhoods.

This is the most significant quality of life issue facing residents in this part of the city, and I expect that city planners will represent the interest of the current residents of the locally impacted neighborhoods over any outside pressures to connect Overlook Parkway.

Sincerely,



Kenny Sawa  
1184 Muirfield Road  
Riverside, CA 92506  
[kfsawa@2data.net](mailto:kfsawa@2data.net)



Cc: Rusty Bailey, Mayor  
Paul Davis, City Council

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



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182  
(909) 396-2000 • [www.aqmd.gov](http://www.aqmd.gov)

E-MAILED: JANUARY 8, 2013

January 8, 2013

Ms. Diane Jenkins, AICP, Principal Planner, [DiJenkins@riversideca.gov](mailto:DiJenkins@riversideca.gov)  
Planning Division  
City of Riverside  
3900 Main Street, 3<sup>rd</sup> Floor  
Riverside, CA 92522

## **Draft Environmental Impact Report (Draft EIR) for the Proposed Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (P11-0050)**

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final CEQA document.

In the project description, the lead agency proposes four different alternatives, of which scenarios three and four would involve construction. Under Scenario Three, construction activities would include completion of Overlook Parkway across the Alessandro Arroyo. The roadwork would include construction of two 33.5 foot-wide bridges, separated by a 31 foot-wide gap. Scenario three would also involve filling a missing section of roadway east of the Alessandro Arroyo between Brittane Delk Court and Sandtrack Road. The bridge construction is estimated to last nine months and the fill crossing should be completed in two months. Under Scenario Four, the bridge and fill activities previously described in Scenario Three would occur. In addition, the proposed C Street segment would be constructed at two locations as shown in Figure 2-16 in the project description. Construction of the proposed C Street is expected to last about two months.

In the air quality analysis, the lead agency analyzed project regional construction air quality impacts and operational localized carbon monoxide emissions (CO hot spots analysis). These impacts were then compared with their respective significance thresholds i.e., the AQMD recommended regional daily significance thresholds and the state localized carbon monoxide concentration standards. In addition to evaluating the above-mentioned air quality impacts, the AQMD also recommends that the lead agency estimate localized air quality impacts to ensure that any nearby sensitive receptors are not adversely affected by the construction activities that are occurring in close proximity. It is noted on page 3.2-29 in the air quality section under sensitive receptors and in an aerial map inspection that the proposed project is located within one-quarter mile of sensitive receptors (residences) surrounding the proposed project sites. AQMD guidance for performing a localized air quality analysis can be found on the AQMD web page.<sup>1</sup>

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<sup>1</sup> <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>

Ms. Diane Jenkins, AICP  
Principal Planner

January 8, 2013

Should the lead agency conclude after its analyses that construction or operational localized air quality impacts exceed the AQMD daily significance thresholds, staff has compiled mitigation measures that can be implemented if the air quality impacts are determined to be significant.<sup>2</sup>

Pursuant to Public Resources Code Section 21092.5, please provide the AQMD with written responses to all comments contained herein prior to the adoption of the Final Environmental Impact Report. The AQMD staff is available to work with the Lead Agency to address these issues and any other air quality questions that may arise. Please contact Gordon Mize, Air Quality Specialist – CEQA Section, at (909) 396-3302, if you have any questions regarding these comments.

Sincerely,

A handwritten signature in black ink that reads "Cheryl Marshall". The signature is written in a cursive style and is contained within a rectangular box.

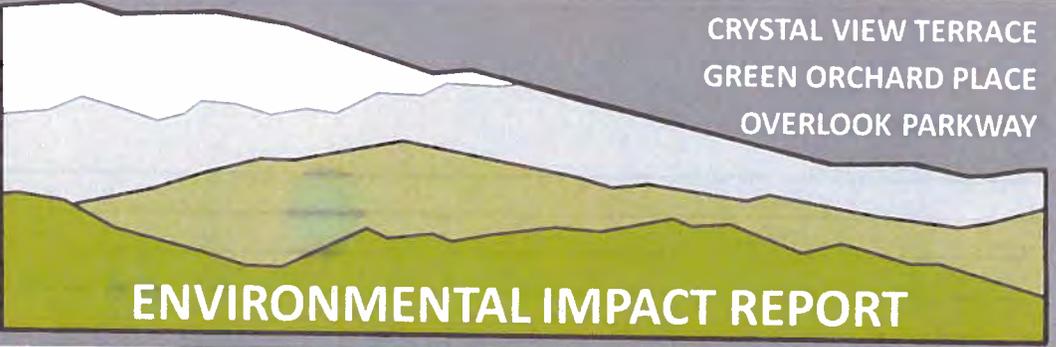
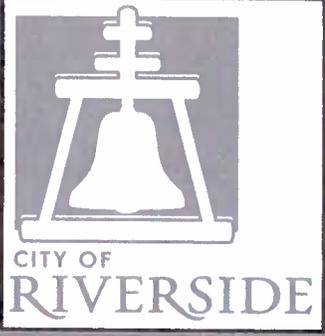
Cheryl Marshall  
Program Supervisor  
Planning, Rule Development & Area Sources

CM:GM

RVC121218-04  
Control Number

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<sup>2</sup> [http://www.aqmd.gov/ceqa/handbook/mitigation/MM\\_intro.html](http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html)



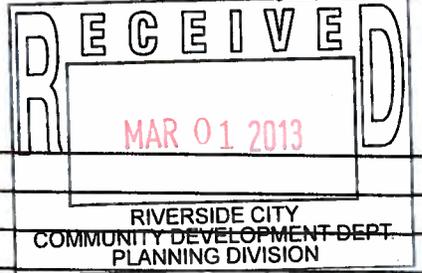
CRYSTAL VIEW TERRACE  
GREEN ORCHARD PLACE  
OVERLOOK PARKWAY

# 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 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: Comments Attached



*Use back of sheet if additional space is necessary.*  
Name (please print): Brian + Michele Sheehe Signature: [Handwritten Signature]  
Mailing Address: 7727 BROADACRE PL. Riverside 92504  
E-mail Address: briansheehe@sbcglobal.net

## ENVIRONMENTAL IMPACT REPORT PUBLIC COMMENT:

March 1, 2013

My wife and I purchased a home in the Greenbelt on Broadacre Place, just a block from Dufferin and two blocks from Bradley over 25 years ago. We chose to live in the Greenbelt because of the rural heritage of this area, the lack of traffic congestion and the close connection with nature. We are organic Avocado and citrus farmers and feel a close connection to the land, wildlife and heritage of this treasure of Riverside. The proposed connection of Overlook Parkway would negatively impact our quality of life as well as the environment. The portion of the Greenbelt that we live in is zoned for only one home per five acres. This was done to prevent urban congestion and was the main reason we chose to live here. An increase in traffic to this rural area would negatively impact the Greenbelt Environment and its residents in the following ways:

### **SAFETY:**

- The Greenbelt is a desirable area for many Riverside residents to walk, ride horses, jog and bicycle due to the lack of traffic. Many families walk their children and pets as this has always been a safe environment to pursue these activities. An increase in traffic would create an unsafe environment and increased risk of death, injury or accidents between drivers and pedestrians.
- Careless disposal of cigarette butts by drivers would increase our risk of fire due to the fact that there are many vacant plots of land and dry brush areas here/?.

### **AIR QUALITY:**

- The Greenbelt is an area rich with farms, groves and lush vegetation. This provides for cleaner air as the plants and trees provide a healthful generation of oxygen. There is also very little traffic in this area, as only those who live here are generally on the roads. An increase in traffic and car exhaust will create unhealthy air quality.

### **POLLUTION:**

- The residents of the Greenbelt have a great respect for their environment and the areas heritage; our streets are kept clean and tidy. An increase in traffic to this area will surely result in an increase in litter and pollution on our streets.
- The Greenbelt is currently a very peaceful and quiet area. Introducing increased traffic to the area would result in high levels of noise pollution. The residents here chose this area because it's away from the city and provides a more rural lifestyle. Noise pollution would destroy our quality of life.

### **WILDLIFE:**

- The construction of new roads in the Greenbelt would destroy the habitats of the local wildlife. Such animals as Raccoons, Coyotes, Rabbits, Hawks, Skunks, Opossums, Owls and countless bird species just to name a few call this area

home. With the increase in urban development in the city of Riverside the Greenbelt is the last vestige that these animals have to thrive.

For the above reasons we are vehemently opposed to the Overlook connection. The voters have continuously upheld the concept of the Greenbelt. To ignore their voices and proceed with such an environmentally irresponsible plan for the benefit of commuters would destroy our quality of life, increase noise and air pollution and destroy the habitats of our local wildlife. We urge you to reject this proposal.

*Brian Shee*

3/1/2013

*Michelle Shee*

3/1/13

7727 BROADACRE PL,  
Riverside 92504  
951-780-7353

## Andrade, Frances

---

**From:** Lois Shirk <shirken3@hotmail.com>  
**Sent:** Friday, January 25, 2013 9:01 PM  
**To:** Jenkins, Diane  
**Subject:** Overlook Parkway extension

Dear Ms Jenkins

I would like to express my concern over the proposed plan to extend Overlook Parkway to make it a thoroughfare for more traffic in this neighborhood. This is a neighborhood of very nice homes and the increased traffic will invite crime into the neighborhood from individuals passing thru and seeing an opportunity that they otherwise would not see if Overlook Parkway were to be left unchanged. Not to mention the increased noise that more traffic would create. If you choose to move forward with this proposal I would expect the city to bare the expense to extend the height of the existing walls of the homes that line Overlook Parkway to buffer the additional traffic noise and to keep potential intruders off private property.

I emlore you to reconsider this proposal.

Sincerely,  
Lois V Shirk  
Concerned Citizen

January 22, 2013

Attn: Dianne Jenkins, AICP, Principal Planner  
City of Riverside, Community Development /Planning Department  
3900 Main Street  
Riverside, CA 92522



**Re: Draft Environmental Impact Report (EIR) for the Crystal View Terrace/  
Green Orchard Place/Overlook Parkway Project (P11-0050), for the City of Riverside  
SCH No. 2011021028**

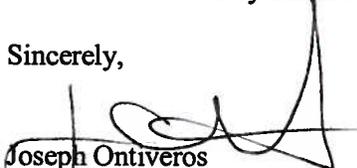
The Soboba Band of Luiseño Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project has been assessed through our Cultural Resource Department, where it was concluded that although it is outside the existing reservation, the project area does fall within the bounds of our Tribal Traditional Use Areas. This project location is in close proximity to known village sites and is a shared use area that was used in ongoing trade between the Luiseno and Cahuilla tribes. Therefore it is regarded as highly sensitive to the people of Soboba.

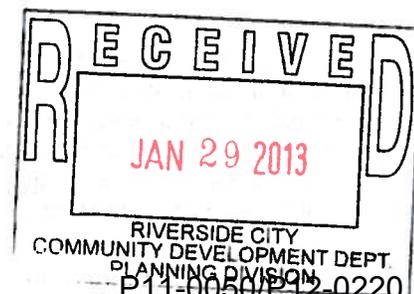
Soboba Band of Luiseño Indians is requesting the following:

1. Soboba Band of Luiseño Indians continues to act as a consulting tribal entity for this project.
2. Working in and around traditional use areas intensifies the possibility of encountering cultural resources during the construction/excavation phase. The Soboba Band of Luiseño Indians concurs with the recommendations to have a Native American monitor on site during the ground-disturbing activities. The Tribe is requesting that a Treatment and Dispositions Agreement between the developer and The Soboba Band be provided to the City of Riverside prior to the issuance of a grading permit and before conducting any additional archaeological fieldwork.
3. A minimum of 48 hours notification prior to and ground-disturbing activities taking place
4. Request that proper procedures be taken and requests of the tribe be honored (Please see the attachment)

The Soboba Band of Luiseno Indians is requesting a face-to-face meeting between the City of Riverside and the Soboba Cultural Resource Department. Please contact me at your earliest convenience either by email or phone in order to make arrangements.

Sincerely,

  
Joseph Ontiveros  
Cultural Resources Director  
Soboba Band of Luiseño Indians  
P.O. Box 487  
San Jacinto, CA 92581  
Phone (951) 654-5544 ext. 4137  
Cell (951) 663-5279  
[jontiveros@soboba-nsn.gov](mailto:jontiveros@soboba-nsn.gov)



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

**Cultural Items (Artifacts).** Ceremonial items and items of cultural patrimony reflect traditional religious beliefs and practices of the Soboba Band. The Developer should agree to return all Native American ceremonial items and items of cultural patrimony that may be found on the project site to the Soboba Band for appropriate treatment. In addition, the Soboba Band requests the return of all other cultural items (artifacts) that are recovered during the course of archaeological investigations. When appropriate and agreed upon in advance, the Developer's archeologist may conduct analyses of certain artifact classes if required by CEQA, Section 106 of NHPA, the mitigation measures or conditions of approval for the Project. This may include but is not limited or restricted to include shell, bone, ceramic, stone or other artifacts.

The Developer should waive any and all claims to ownership of Native American ceremonial and cultural artifacts that may be found on the Project site. Upon completion of authorized and mandatory archeological analysis, the Developer should return said artifacts to the Soboba Band within a reasonable time period agreed to by the Parties and not to exceed (30) days from the initial recovery of the items.

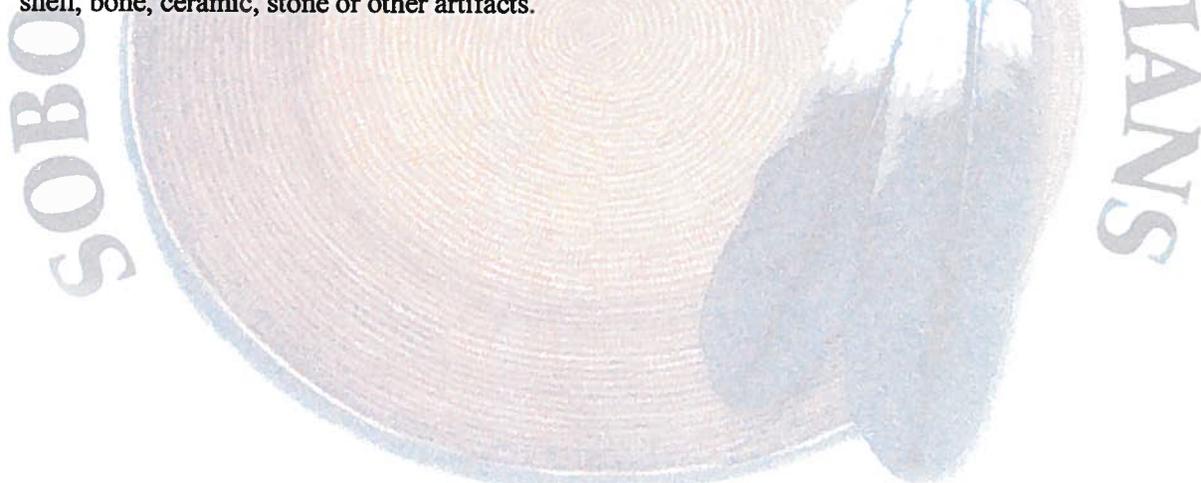
**Treatment and Disposition of Remains.**

- A. The Soboba Band shall be allowed, under California Public Resources Code § 5097.98 (a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and grave goods shall be treated and disposed of with appropriate dignity.
- B. The Soboba Band, as MLD, shall complete its inspection within twenty-four (24) hours of receiving notification from either the Developer or the NAHC, as required by California Public Resources Code § 5097.98 (a). The Parties agree to discuss in good faith what constitutes "appropriate dignity" as that term is used in the applicable statutes.
- C. Reburial of human remains shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The Soboba Band, as the MLD in consultation with the Developer, shall make the final discretionary determination regarding the appropriate disposition and treatment of human remains.
- D. All parties are aware that the Soboba Band may wish to rebury the human remains and associated ceremonial and cultural items (artifacts) on or near, the site of their discovery, in an area that shall not be subject to future subsurface disturbances. The Developer should accommodate on-site reburial in a location mutually agreed upon by the Parties.
- E. The term "human remains" encompasses more than human bones because the Soboba Band's traditions periodically necessitated the ceremonial burning of human remains. Grave goods are those artifacts associated with any human remains. These items, and other funerary remnants and their ashes are to be treated in the same manner as human bone fragments or bones that remain intact.

**Coordination with County Coroner's Office.** The Lead Agencies and the Developer should immediately contact both the Coroner and the Soboba Band in the event that any human remains are discovered during implementation of the Project. If the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner shall ensure that notification is provided to the NAHC within twenty-four (24) hours of the determination, as required by California Health and Safety Code § 7050.5 (c).

**Non-Disclosure of Location Reburials.** It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code § 6254 (r).

Ceremonial items and items of cultural patrimony reflect traditional religious beliefs and practices of the Soboba Band. The Developer agrees to return all Native American ceremonial items and items of cultural patrimony that may be found on the project site to the Soboba Band for appropriate treatment. In addition, the Soboba Band requests the return of all other cultural items (artifacts) that are recovered during the course of archaeological investigations. Where appropriate and agreed upon in advance, Developer's archeologist may conduct analyses of certain artifact classes if required by CEQA, Section 106 of NHPA, the mitigation measures or conditions of approval for the Project. This may include but is not limited or restricted to include shell, bone, ceramic, stone or other artifacts.



## Jenkins, Diane

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**From:** Rhonda Soulia <rhondasoulia@sbcglobal.net>  
**Sent:** Friday, March 01, 2013 4:53 PM  
**To:** Jenkins, Diane  
**Subject:** EIR for Overlook Parkway, Riverside CA

Ms. Jenkins,

I would like to express my opinion regarding the Overlook Parkway EIR for the public comment.

It is my opinion now and has been from the start that the construction gates on Green Orchard and Crystal View Terrace near Overlook Parkway be removed. I would be happy if the city council would vote to accept Scenario 2 from the EIR but would also support their voting to approve Scenario 3 or 4. The gates have always served as a deterrent to public safety and they absolutely need to be taken out.

Sincerely,

Rhonda Soulia  
3651 Elmwood Drive  
Riverside, CA 92506  
(951) 782-0409

**CITY OF RIVERSIDE  
SPEAKER CARD**

WELCOME TO THE RIVERSIDE TRANSPORTATION BOARD MEETING

IF YOU WISH TO ADDRESS THE TRANSPORTATION BOARD, PLEASE COMPLETE AND SUBMIT THIS CARD TO THE SECRETARY OF THE BOARD. SPEAKERS ARE ENCOURAGED TO SUBMIT THEIR CARDS TO THE SECRETARY BEFORE THE SCHEDULED MEETING TIME. SPEAKER CARDS WILL BE ACCEPTED UNTIL THE AGENDA ITEM IS CALLED.

ITEM NO.: Overlook Parkway Draft EIR

NAME: Andy Wilson

DATE: 1-9-13

CITY/NEIGHBORHOOD: Riverside

PHONE # (Optional): 951-687-4471

ADDRESS (Optional): 7468 Dufferin Ave  
Address City/State/Zip

SUBJECT: DRAFT EIR - I oppose ~~the~~ certification of the EIR

SUPPORT

OPPOSE

NEUTRAL

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

The public are reminded that they must preserve order and decorum throughout the Meeting. In that regard, Members of the Transportation Board and the public are advised that any delay or disruption in the proceedings or a refusal to obey the orders of the Transportation Board or the presiding officer constitutes a violation of these rules.

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

City of Arts & Innovation

**CITY OF RIVERSIDE  
SPEAKER CARD**

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ITEM NO.: \_\_\_\_\_

NAME: BILL WILKMAN

DATE: 1-9-2012

CITY/NEIGHBORHOOD: HAWARDEN HILLS

PHONE # (Optional): 951 782-6004

ADDRESS (Optional): 6729 HAWARDEN

Address

City/State/Zip

SUBJECT: Overlook Parkway

SUPPORT

OPPOSE

NEUTRAL

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ITEM NO.: \_\_\_\_\_

NAME: MARK O'Hgoen

DATE: Jan 2012

CITY/NEIGHBORHOOD: Overlook

PHONE # (Optional): \_\_\_\_\_

ADDRESS (Optional): Muirfield Rd

92506  
City/State/Zip

Address

SUBJECT: Overlook PKY

SUPPORT

OPPOSE

NEUTRAL

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*City of Arts & Innovation*

*Scherano 2*

**CITY OF RIVERSIDE  
SPEAKER CARD**

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ITEM NO.: \_\_\_\_\_

NAME: Tom Hunt DATE: Jan 10

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

ADDRESS (Optional): 2141 Westminster DR 92506

Address City/State/Zip

SUBJECT: Overlook

SUPPORT  OPPOSE  NEUTRAL

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SPEAKER CARD**

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ITEM NO.: \_\_\_\_\_

NAME: Gary Mata

DATE: 1/9/13

CITY/NEIGHBORHOOD: \_\_\_\_\_

PHONE # (Optional): \_\_\_\_\_

ADDRESS (Optional): 7884 Eastgate Ct Riverside CA. 92506  
Address City/State/Zip

SUBJECT: Overlook project

SUPPORT

OPPOSE

NEUTRAL

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ITEM NO.: \_\_\_\_\_

NAME: Mrs. Suzanne Rowlands

DATE: Jan 9, 2013

CITY/NEIGHBORHOOD: Hawarden

PHONE # (Optional): \_\_\_\_\_

ADDRESS (Optional): 6966 Hawarden Dr. Riverside 92506  
Address City/State/Zip

SUBJECT: Overlook Parkway

SUPPORT  OPPOSE  NEUTRAL

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ITEM NO.: 1 One of 10 cards

NAME: Karen Weight DATE: 1-9-2013

CITY/NEIGHBORHOOD: Ward 3 PHONE # (Optional): \_\_\_\_\_

ADDRESS (Optional): No option for keeping Overlook  
Address City/State/Zip

SUBJECT: Do not certify EIR. STRONGLY OPPOS Closed  
afforded

SUPPORT  OPPOSE  NEUTRAL

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ITEM NO.: \_\_\_\_\_

NAME: Frank Heyming, Victoria Ave Forever DATE: 1-9-13

CITY/NEIGHBORHOOD: Victoria Ave PHONE # (Optional): 951-743-8110

ADDRESS (Optional): 3555 Crowell Ave, Riverside, CA 92504  
Address City/State/Zip

SUBJECT: \_\_\_\_\_

SUPPORT

OPPOSE

NEUTRAL

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*City of Arts & Innovation*

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ITEM NO.: \_\_\_\_\_

NAME: ANTHONY BELLANCA

DATE: 1-9-13

CITY/NEIGHBORHOOD: RIVERSIDE

PHONE # (Optional): \_\_\_\_\_

ADDRESS (Optional): \_\_\_\_\_

Address

Flemington Road

City/State/Zip

SUBJECT: OVERLOOK PKWY EXTENSION

SUPPORT

OPPOSE

NEUTRAL

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*City of Arts & Innovation*

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ITEM NO.: \_\_\_\_\_

NAME: KERRY MAHONEY DATE: \_\_\_\_\_

CITY/NEIGHBORHOOD: HAWARDEN / GOLDEN STAR PHONE # (Optional): (951) 780-5486

ADDRESS (Optional): 1085 TIGER TAIL DR RIVERSIDE, CA 92506  
Address City/State/Zip

SUBJECT: OVERLOOK CONNECTION / OPPOSE CLOSING CRYSTAVIEW

SUPPORT

OPPOSE

NEUTRAL

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SPEAKER CARD**

WELCOME TO THE RIVERSIDE TRANSPORTATION BOARD MEETING

IF YOU WISH TO ADDRESS THE TRANSPORTATION BOARD, PLEASE COMPLETE AND SUBMIT THIS CARD TO THE SECRETARY OF THE BOARD. SPEAKERS ARE ENCOURAGED TO SUBMIT THEIR CARDS TO THE SECRETARY BEFORE THE SCHEDULED MEETING TIME. SPEAKER CARDS WILL BE ACCEPTED UNTIL THE AGENDA ITEM IS CALLED.

ITEM NO.: \_\_\_\_\_

NAME: JAMES MONKS

DATE: 1/9/13

CITY/NEIGHBORHOOD: RIV

PHONE # (Optional): \_\_\_\_\_

ADDRESS (Optional): 1293 TYGER TAIL DR

Address

City/State/Zip

SUBJECT: OVERLOOK

SUPPORT

OPPOSE

NEUTRAL

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

**The public are reminded that they must preserve order and decorum throughout the Meeting. In that regard, Members of the Transportation Board and the public are advised that any delay or disruption in the proceedings or a refusal to obey the orders of the Transportation Board or the presiding officer constitutes a violation of these rules.**

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

*City of Arts & Innovation*

**CITY OF RIVERSIDE  
SPEAKER CARD**

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ITEM NO.: \_\_\_\_\_

NAME: Dennis D. Garcia

DATE: 1/9/13

CITY/NEIGHBORHOOD: Casa Blanca

PHONE # (Optional): <sup>951</sup> 640-2268

ADDRESS (Optional): 7339 Ysmael Villegas  
Address

Riverside 92504  
City/State/Zip

SUBJECT: connecting overlook to madison

SUPPORT

OPPOSE

NEUTRAL

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

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*City of Arts & Innovation*

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ITEM NO.: \_\_\_\_\_

NAME: RAMONA GAMACHE DATE: \_\_\_\_\_

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

ADDRESS (Optional): 6805 SUNDANCE  
Address City/State/Zip

SUBJECT: \_\_\_\_\_

SUPPORT  OPPOSE  NEUTRAL

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

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



# CITY OF RIVERSIDE SPEAKER CARD

WELCOME TO THE RIVERSIDE TRANSPORTATION BOARD MEETING

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ITEM NO.: \_\_\_\_\_

NAME: PAUL BENOIT

DATE: 11/9/13

CITY/NEIGHBORHOOD: RIV

PHONE # (Optional): 951 780 0829

ADDRESS (Optional): 2390 MARY  
Address

92506  
City/State/Zip

SUBJECT: EIR OVERLOOK PKWY

SUPPORT

OPPOSE

NEUTRAL

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

**The public are reminded that they must preserve order and decorum throughout the Meeting. In that regard, Members of the Transportation Board and the public are advised that any delay or disruption in the proceedings or a refusal to obey the orders of the Transportation Board or the presiding officer constitutes a violation of these rules.**

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

City of Arts & Innovation

**Andrade, Frances**

---

**From:** CallmeJE@aol.com  
**Sent:** Wednesday, January 23, 2013 10:00 AM  
**To:** Jenkins, Diane  
**Subject:** Overlook Parkway Extention

I take this opportunity to respectfully request that Riverside City Council not approve the Overlook Parkway bridge extension. My wife and I bought a home located off Overlook Parkway because it was in a quiet HOA area and NOT located adjacent a major thoroughfare.

Thank you

John Stephenson

951-544-8900

## Jenkins, Diane

---

**From:** Callmedebis@aol.com  
**Sent:** Friday, February 01, 2013 8:19 AM  
**To:** Jenkins, Diane  
**Subject:** Overlook Parkway

Hi Diane...My name is Debi Stephenson and I live at 664 Bernette Way in Riverside, off of Overlook Parkway. I am mailing you to let you know about my concerns for the completion of Overlook Parkway. I have been an active Realtor working in this area for over 25 years. Eight years ago, I was blessed to become a member of this neighborhood. A few years back my sister and I started the COPS program in our neighborhood due to the lack of police supervision in our area and long response times. Since the "Yellow Gate" was opened, our traffic in the area has exploded. I can't even imagine how much traffic will come through here and the negative impact it will have on the value of this area. As a native of Riverside I feel that opening the parkway will be a bad mistake. Thank you....Debi Stephenson (951) 780-2030

## Jenkins, Diane

---

**From:** Tainter, Nola  
**Sent:** Wednesday, January 09, 2013 4:33 PM  
**To:** Jenkins, Diane  
**Cc:** Davis, Paul  
**Subject:** FW: City Council Website Feedback

FYI

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

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

**From:** [webmaster@riversideca.gov](mailto:webmaster@riversideca.gov) [<mailto:webmaster@riversideca.gov>]  
**Sent:** Wednesday, January 09, 2013 3:51 PM  
**To:** Davis, Paul  
**Cc:** Tainter, Nola; 1Council  
**Subject:** City Council Website Feedback

First Name: Daniel  
Last Name: Straus  
Address: 6380 Merlin Dr.  
Zip: 92506  
Phone: 951-682-8325  
Email Address: [danstraus2@gmail.com](mailto:danstraus2@gmail.com)  
City Official: Ward 4 - Paul Davis

Comments: Mayor Rusty Bailey and Riverside City Council:

I am writing to express my emphatic opposition to Overlook Parkway extension/connection of any kind. This project will negatively affect the quality of life in Riverside by funneling thousands of cars per day through quiet residential streets that were not meant to handle heavy traffic. It will cause serious harm to Victoria Avenue, which is designated by the National Park Service as a National Historic Site. In the passage of Propositions R and C, voters in Riverside have mandated that the Greenbelt and its central artery Victoria Avenue should be preserved and not be subjected to this type of excessive development. Moreover, this project will also bring thousands of cars per day through Casa Blanca, much to the detriment of the quality of life there.

As a 36-year resident of the Riverside 4th Ward, I urge you to vote no on this ill-conceived idea!

Sincerely yours,  
Daniel S. Straus

**From:** [Hayes, Steve](#)  
**To:** [Jenkins, Diane](#)  
**Subject:** FW: Overlook Parkway  
**Date:** Thursday, December 13, 2012 7:36:21 AM

---

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

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

From: Paul Davis Ward 4 [<mailto:pauldavisward4@aol.com>]  
Sent: Wednesday, December 12, 2012 10:03 PM  
To: Nancy Swearingen  
Subject: Re: Overlook Parkway

Ms. Swearingen,

Thank you for your comments. I will include this on the draft EIR comments and register your vote. Have a happy and safe holiday.

Paul Davis  
Sent From My iPad

On Dec 12, 2012, at 8:22 AM, Nancy Swearingen <notesfornjs@att.net> wrote:

> As a resident, my vote is for option 4. We need to make it easier for residents to get around this side of town. Anyone who built or bought a home off of or near Overlook should have looked at the General Plan that Overlook Parkway has always supposed to have connected since I bought my house in 1988. It should definitely connect to SR91 further west, if possible, to help eliminate a lot of the congestion and traffic on Washington St. and Victoria Ave and Arlington Ave. Please consider that if they connect and you don't continue on to the 91 then the side streets are going to be filled with even more traffic than we have now for all of the commuters who will cut through.

>

> Thank you for representing the residents.  
> Happy Holiday,  
> Nancy Swearingen  
> 7910 Westgate Court

## Jenkins, Diane

---

**From:** Clark Taylor <ctaylor@optivus.com>  
**Sent:** Wednesday, January 09, 2013 6:51 PM  
**To:** Jenkins, Diane  
**Subject:** Overlook Parkway Project

Dear Ms. Jenkins

In 1985 when my wife and I bought the Mary Street lot where we built our home, we were attracted by the quiet neighborhood with nearby Gage canal and orange groves. Being runners, we were both very familiar with the area, having run on Mary Street and through the groves along the Gage canal for years. However not long after we built our home, the area above began developing and today our neighborhood isn't so quiet anymore. Heavy traffic flow and congestion on nearby arterials and intersections have created a nightmare on our neighborhood streets, largely due to heavy cut-through traffic. On my daily walks or runs, day or night, I often see drivers speeding, illegal passing and running stop signs. Despite the measures already in place (25mph limit, speed-humps and STOP signs), it's crazy and dangerous!

At least for the moment while Overlook Parkway does not connect to Alessandro Boulevard, we have some protection against further increases in our traffic volume. However from my reading of the EIR for this project, it appears to ignore the likely traffic impacts on our neighborhood if Scenario Two, Three or Four is implemented. To drive my point home, I need to ask: Would you like to have a major highway suddenly appear just beyond your front curb? That's essentially what Mary Street could become, and I don't want to see our neighborhood street get any worse than it already is for the convenience of drivers from outside our area. The city of Riverside has a responsibility to protect its established neighborhoods from this sort of traffic abuse.

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

Thank-you for your consideration.

Best wishes,  
Clark and Kathy Taylor  
2417 Mary Street  
Riverside, CA 92506-5030  
(951) 780-9087

To: [dijenkins@riversideca.gov](mailto:dijenkins@riversideca.gov)

Cc: [pdavis@riversideca.gov](mailto:pdavis@riversideca.gov); [ntainter@riversideca.gov](mailto:ntainter@riversideca.gov)

From: Thomas S. Taylor

[taylorst@prodigy.net](mailto:taylorst@prodigy.net)

P.O. Box 51809, Riverside CA 92517-2809 (mail)

8020 Citricado Lane, Riverside CA 92508 (residence)

951-776-0743

Subject: **Comments on Crystal View Terrace/Green Orchard Place/Overlook Parkway  
Draft EIR**

Date: 30 January 2013

**Scenario 2 is the only environmentally superior alternative.**

In Section 5.6, page S-9, the closure of the gates (Scenario 1) is identified as the environmentally superior alternative as well, following a procedural guideline requiring the second most beneficial to be identified if the no-build alternative is selected, and Scenario 2 is cited as equivalent to the no-build alternative. The original condition was not open gates but closed. This condition persisted for a number of years. It should be regarded as the base, no-build condition. To leave Scenario 1 as an environmentally superior option would require the closure of the gates and fitting them with expensive remote controlled electric operators to meet Police and Fire mitigation requirements. This is a build. This expenditure of public funds, and inconvenience to the citizens of Riverside, would not be a mitigation measure but would add environmental harm in the form of additional vehicle miles travelled. The diminished access to retail establishments would also reduce Riverside's tax revenues. This option is not in keeping with the objectives of environmental improvement. It should be deleted. Scenario 2 is the only environmentally superior alternative. There cannot be two of them.

**The Gate Closure Effect on Vehicle Miles Travelled is Underestimated.**

In Section 3.8, Table 1, the additional vehicle miles travelled (VMT) is given as 3780 if the gates are closed. The VMT inexplicably jumps to 37,848 at year 2020 (Table 3.8-1b). In either case the VMT has been underestimated. A series of GPS readings taken at the Crystal View location gives the additional miles needed to reach the Mission Inn if the gates are closed as 0.9; Riverside Plaza, 1.0; Tyler Galleria, 1.9; Parkview Hospital, 1.3; and Home Depot, 2.4. The average of these is 1.5. This is not a proper origin-destination study, but nevertheless can be representative of the miles saved by the vehicles passing past the gates. People are using the route because it is shorter, quicker, and uses less fuel.

Otherwise they would not bother. Riverside retailers benefit from the improved access; for some purchases Moreno Valley is easier to reach if the roads are gated. The traffic data in the Draft EIR roughly confirm the 1700 vehicles per day reported by Riverside Planning.  $1700 \times 1.5 \times (\text{say}) 300 \text{ days} = 765,000 \text{ VMT}$ . This is a significant impact. This factor should be reexamined.

**Future Riverside Vehicle Miles Travelled is Overestimated.**

The present day (2011) VMT is given as 48,607,167 (Table 3.8-1a). In the year 2020, only 7 years from now, this value more than doubles to 102,055,383 (Table 3.8-1b). With unemployment at around 10% and only slowly improving, this increase in traffic appears to be grossly optimistic. Whatever their source, they should be reexamined in light of current economic realities. Using these high estimates leads to a need for future improvements to maintain levels of service that are probably unrealistic.

**Scenarios Involving Overlook and Ave. C are only Marginally related to the gates.**

I believe that those who signed the petition to open the gates had no intention to urge the completion of the Overlook bridge and even less intention regarding Ave. C. I was one who solicited signatures. Although it is useful to have the planning and mitigation information in the EIR for the City's use, the gates were originally installed not as an environmental mitigation measure but to prevent the development of "cut-through" traffic, defined as of other than local origin. Excessive "cut-through" traffic has not developed; the gates are not necessary. What "cut-through" traffic does exist is benefits local retailers and Riverside's sales tax income. The analysis necessary could have been limited to traffic, and could have been limited to Scenarios 1 and 2. The report should include this background and the justification for its expansion.

**Alternate Mitigation – Victoria and Mary.**

Concern is expressed about future levels of service on Victoria, in particular between Mary and Washington. Mitigation measures are identified, but I believe that the measure of prohibiting right and left turns at the Washington/Victoria intersection was not included. The draft EIR is voluminous – Sect 3.11 alone runs 174 pages – so these and other alternatives may have been missed.

## Jenkins, Diane

---

**From:** Clark Taylor <ctaylor@optivus.com>  
**Sent:** Tuesday, February 26, 2013 5:43 PM  
**To:** Jenkins, Diane  
**Subject:** Overlook EIR Comments

Dear Ms. Jenkins,

In 1985 when my wife and I bought the Mary Street lot where we built our home, we were attracted by the quiet neighborhood with nearby Gage canal and orange groves. Being runners, we were both very familiar with the area, having run on Mary Street and through the groves along the Gage canal for years. However not long after we built our home, areas to the South and East of our neighborhood began developing. Today our neighborhood isn't so quiet anymore. Heavy traffic flow and congestion on nearby arterials and intersections have created a nightmare on our neighborhood streets from what appears to be a combination of traffic from the newer developments above us and the cut-through traffic from Moreno Valley and beyond. On my daily walks or runs with my dog, day or night, I often see drivers speeding, illegal passing and running stop signs. Despite the measures already in place (25mph limit, speed-humps and STOP signs), it's often dangerous! For a good viewing of the current situation, just park at Mary and Francis or Mary and Haywarden on a Friday evening and watch the craziness!

At least for the moment while Overlook Parkway does not connect directly to Alessandro Boulevard, we have some protection against further increases in traffic volume. However from my understanding of the EIR, it appears to ignore the likely traffic impacts on our neighborhood if Scenario Two, Three or Four is implemented. It's my opinion that the city of Riverside has a responsibility to protect its established neighborhoods from this sort of traffic abuse. Our neighborhood should not become a freeway for the convenience of drivers from outside our area.

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

Best wishes,  
Clark Taylor  
2417 Mary Street  
Riverside, CA 92506  
(951) 780-9087

**Andrade, Frances**

---

**From:** Randel, Travis  
**Sent:** Wednesday, February 20, 2013 6:10 PM  
**To:** Jenkins, Diane; Murray, David; Hayes, Steve  
**Subject:** Fwd: [Request from Planning Website] Gates in our area of Crystal View Terrace

Dave, please note this public comment to the Crystal View Terrace EIR received through the planning website.

Travis

Sent from my iPhone

Begin forwarded message:

**From:** <[kayjtom@yahoo.com](mailto:kayjtom@yahoo.com)>  
**Date:** February 20, 2013, 6:00:27 PM PST  
**To:** <[planinfo@riversideca.gov](mailto:planinfo@riversideca.gov)>  
**Subject:** [Request from Planning Website] Gates in our area of Crystal View Terrace

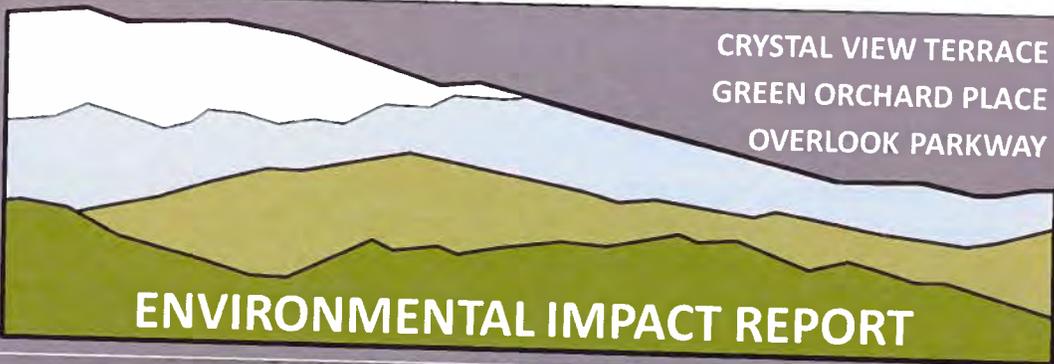
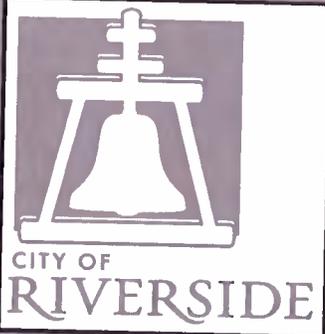
Submitted: 2/20/2013 6:00:27 PM by 192.168.1.32

Planning General Information Request Form

E-Mail Address: [kayjtom@yahoo.com](mailto:kayjtom@yahoo.com)

Message: I would like to ask you to leave the gates open in our area. They are very helpful to our family as we use them every day. So I would like Scenareo # 2 I belive this would be of less cost to the city of Riverside.

Thank you  
Kay Tomberlin  
14185 Crystal View Terrace  
Riverside, Ca.  
92508



CRYSTAL VIEW TERRACE  
GREEN ORCHARD PLACE  
OVERLOOK PARKWAY

# 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 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 [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:

concerned w/ what happens to all the traffic that will be dumped onto Washington which from Overlook to Indivaria is a 2 way street. also Madison Ave from Dufferin to the 91 FWY is 2 lane. also concerned w/ the environmental impact of building a bridge over the arroyos at the east end of Overlook - also how are you going to connect the 2 sections of Overlook on the east side of the arroyo

Use back of sheet if additional space is necessary

Name (please print): Paul V. Afoosa Signature: [Signature]  
Mailing Address: 1060 Tiger Tail Dr 92506  
E-mail Address: PVIA@hotmail.com



January 31, 2013  
P11-0050

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 on behalf of Victoria Avenue Forever, a public benefit 501(c)(3) non-profit corporation, dedicated to the preservation of Victoria Avenue in Riverside, California. Victoria Avenue is a linear “park” of historic significance. It was designed in 1892 in the Victorian style by the pioneer landscape designer, Frank Hosp. In 1902, Victoria Avenue was deeded to the City of Riverside with the stipulation that the trees be maintained and protected. In 1969, Victoria Avenue was declared a Cultural Heritage Landmark and in 2000 it was added to the National Park Service’s National Register of Historic Places. Over the years it has become a year-round attraction for bicyclists, joggers, early morning walkers and Sunday drive enthusiasts. Today, Victoria Avenue has over 6,000 trees, over 1000 orange trees, 10,000 Ragged Robin roses, and nine miles of walking and bicycling trails, four pocket parks named for prominent citizens, and various flowering shrubs and ground covers along its length. Victoria Avenue is, therefore, a valuable asset to the City of Riverside and is enjoyed by its citizens across the city. All four scenarios and many aspects of the EIR impact on Victoria Avenue. We enumerate our concerns below:

In the executive summary S.5.6 under Environmentally Superior Alternative the report states, “Based on evaluation of impacts, Scenario 2 (gates removed, no connection to Overlook Parkway) also the No Project Alternative, would be the environmentally superior alternative. However, pursuant to CEQA Guidelines (section 15126.6 (e) (2) if the No Project alternative is determined to be the most environmentally superior project, then another alternative among the alternatives evaluated must be identified as the environmentally superior project. Scenario 1

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 of Victoria Avenue. Contributions are 100% tax deductible.

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

(gates closed to through traffic, no connection to Overlook Parkway) is identified as the superior alternative as it would result in the fewest impacts as compared to the other scenarios.” Scenario 1 includes only one action – the existing Crystal View Terrace and Green Orchard Place gates would be maintained as a traffic control device and closed to all traffic.

- Why wasn't a scenario 1 alternative to demolish a section of the roadway and install curb, landscaping and boulders looked at?
- Why wasn't designing cul-de-sacs at both ends of Overlook Parkway considered?
- Why wasn't a fifth (5) scenario proposed that would remove the connection of Overlook Parkway from the Riverside General Plan-permanently?

The draft environmental impact report uses flawed analysis in that – growth, traffic and pollution are all looked at regionally and not locally. E.g. 3.2 “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...”

**HISTORICAL RESOURCES 3.4.4**, the draft EIR says, scenario 3 (connecting Overlook Parkway) would have no significant impacts. How can this be? What would happen to the increased traffic once it arrives at Washington Street? Wouldn't Victoria Avenue be impacted? Under scenario 4 (completing Overlook Parkway and extending C Street over Victoria to Madison and Washington) 3.4.19, the conclusion is that it would create “a substantial adverse change to Victoria Avenue and would be significant...”

- We ask for clarification. We believe that the draft EIR is flawed in that the traffic impacts on the historical nature of Victoria Avenue are not addressed in scenario 3.

### **3.9 LAND USE AND AESTHETICS**

The draft EIR says “changes in land use patterns could result from new roadways, and changes in circulation could affect the character of an area and result in physical impacts on the environment.”

- We concur.

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

- We ask for clarification. We 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.

- We ask for clarification. Discussion of Proposition R and Measure C and their implications is not properly addressed in the draft EIR. Victoria Avenue is the centerpiece for Prop R and Measure C.

3.9.34 Scenario 4 says “The proposed C Street would be constructed to provide a connection to SR-91, reducing traffic congestion on existing roadways within the associated project vicinity...and as stated previously – help connect a community. Impacts associated with the physical division of an established community would be less than significant.”

- We must assume that “reducing traffic on existing roadways” refers to the previously mentioned flawed analysis of looking at regional not local traffic. Does “associated project vicinity” refer to other cities in the region or to the neighborhoods around the project?
- The draft EIR in scenario 4 does not sufficiently address what happens to traffic at the terminus of C Street. Will half the traffic go down Madison and the other half go down Washington? Will traffic use Victoria Avenue as a shortcut? What will be the impact on traffic at the railroad crossings at Madison and Washington?

In discussion of the city of Riverside “Cultural Resources Code (title 20) Scenario 4, 3.9.47 states, “Mitigation measures would reduce impacts on Victoria Avenue; however, these impacts would remain significant.” The conclusion states that “because this scenario would not conflict with any of the regulations outlined in the city’s Cultural Resources Code, impacts would be less than significant.

- We ask for clarification. We would like the draft EIR to address how impacts on Victoria Avenue are significant and less than significant at the same time? Victoria Avenue is a Cultural Heritage Landmark and is in the National Register of Historic Places. It is a significant cultural resource.

**NOISE LEVELS** - We do not understand how increasing traffic does not increase noise? Under scenario 4 3.10.22, there is mention of existing walls located adjacent to these segments of Overlook Parkway, Victoria Avenue, and Washington Street.

- We would like to know what existing walls are being referred to on Victoria Avenue. What if any new walls are being planned? What will the impact be on Victoria Avenue as a cultural and historical resource?

**TRANSPORTATION/ TRAFFIC 3.11.120** - Under scenario 4 – new traffic signals are proposed for Madison/Victoria and Washington/Victoria.

- We ask for clarification. The draft EIR does not address the effect this signalization and road widening has on Victoria Avenue as a cultural and historical resource. In fact, it could only be approved for the National Register of Historic Places because changes such as signals and street widening had not occurred.

3.11.127 Referring to scenario 3, the draft EIR says “As stated in the General Plan 2025 the city has made a determination that potential impacts caused by widening a roadway segment to accommodate local traffic in key areas would cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion, and is therefore infeasible as mitigation.”

- We ask for clarification. This seems to imply that widening streets to accommodate local traffic is not an option. What about increased non-local traffic, how is that addressed?

**CUMMULATIVE IMPACTS**, again, the draft EIR states, “The cumulative analysis relies on regional planning documents.” 4.5

- We question how the increased traffic, noise, and pollution generated in scenario 3 “would not contribute to the potential cumulative loss of historical resources, and no impact would occur.” Specifically we refer to the impact on Victoria Avenue once all those cars arrive at Washington and make a right or left turn.

#### **LAND USE AND AESTHETICS 4.9**

- We question how the draft EIR states, “The proposed C Street under scenario 4 would include a roadway along with new volumes of traffic within a predominantly agricultural area. The proposed C Street would therefore result in significant impacts associated with both visual character and light and glare. No viable mitigation for this impact exists.” But then it goes on to say, “Because the greenbelt protections under Proposition R and Measure C would remain in place with or without development of this scenario, no other changes in intensity of land use or development are anticipated within the greenbelt; therefore, impacts associated with scenario 4 would not contribute to a cumulative considerable impact to visual character.” There seems to be a contradiction.
- How will the proposed road construction not have considerable impact on the visual character and aesthetics of the area?
- Road “improvements” are not compatible with Proposition R and Measure C. Measure C’s (adopted in 1987) purpose and intent are to “...reduce traffic congestion...”, “...preserve, protect and promote citrus and agriculture uses...”, “...preserve and protect open space land...” The intrusion of the proposed C Street violates the intent of Measure C and Proposition R. How can you disregard this law?

**NOISE 4.10** under scenarios 3 and 4 “impacts would be cumulatively considerable.”

- We concur.

**TRANSPORTATION / TRAFFIC** - “under scenarios 1-4 would be cumulatively considerable.”

- We concur.

### **INDIRECT GROWTH INDUCING IMPACTS**

The draft EIR says that under scenario 4, the Proposed C Street is “growth accommodating” as opposed to “growth inducing.”

- We question what growth will be accommodated? This is not spelled out in the draft EIR.

### **RECREATIONAL RESOURCES 7.5**

CEQA guidelines state impacts related to recreational resources would be significant if the proposed project would, “Increase the use of existing neighborhood and regional parks or *other* recreational facilities such that a substantial physical deterioration of the facility would occur.

- Victoria Avenue is, in fact, an “*other* recreational facility” of the city of Riverside. People walk, jog, bicycle or car tour Victoria Avenue every day. The impact on this recreational facility needs to be addressed.
- We would like the draft EIR to justify, as it relates to Victoria Avenue, the statement in 7.5 “None of the four scenarios... would increase the use of existing...recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.” We strongly believe that Victoria Avenue will sustain substantial physical deterioration that will negatively impact it as a historical and cultural resource in the City of Riverside.

### **PROJECT ALTERNATIVES**

8.1.6 Environmentally Superior Alternative. As stated in the opening of this letter, CEQA guidelines section 15126.6 (e) (2) require that an EIR identify the “environmentally superior alternative” based on the evaluation of the project and its alternatives. The draft EIR states, “As described in section 3.0 and summarized in table 8.1, scenario 2 - Permanently removing gates at both Crystal View Terrace and Green Orchard Place (also a No Project Alternative) would be the environmentally superior alternative.” The document also states, “When a No Project Alternative

Page 6

Ms. Diane Jenkins, AICP, Principal Planner

January 31, 2013

is identified as the environmentally superior alternative, the EIR must identify an environmentally superior alternative from the other alternatives...scenario 1 would result in the fewest impacts compared to scenario 3 and 4 and is therefore identified as the environmentally superior alternative.”

We feel that this EIR does not fully recognize or appreciate the cultural and historic significance of Victoria Avenue or the important role it plays for the City of Riverside. In spite of this, the Draft EIR did conclude and determine that the project would have a significant impact on the environment. We hope the City’s Planning Commission and the City Council accept assessment and prepare an environmental impact report to that effect. In addition, we propose that the general plan be amended to delete the Overlook Parkway connection so that it will never be reconsidered again. Thank you for your consideration.

Sincerely yours,

**Victoria Avenue Forever**

A handwritten signature in cursive script, appearing to read "Frank Heyming".

Frank Heyming, President

## Jenkins, Diane

---

**From:** Lugena Wahlquist <lugenaw@aol.com>  
**Sent:** Friday, February 01, 2013 2:42 PM  
**To:** Jenkins, Diane; Davis, Paul  
**Cc:** DaveK6KMZ@aol.com; lugenaw@aol.com  
**Subject:** Feedback DEIR relating to Crystal View/Green Orchard and Overlook Parkway Extension  
**Attachments:** Overlook\_Parkway\_Addendum.docx

Dear Ms Jenkins and Councilman Davis,

We are Lugena and Dave Wahlquist. We reside at 1020 Tiger Tail Drive in Alessandro Heights. We have lived here since 1978.

We are writing to submit our feedback on the above mentioned DEIR. We have attached a list of some of our general and specific concerns.

We remain neutral re: the opening or closing of the gates at Crystal View Terrace, but we are strongly opposed to the extension of Overlook Parkway. We believe this proposal will forever change the character of all the neighborhoods through which the traffic will pass. This DEIR clearly states that there will be significant impacts to the neighborhoods relative to noise, pollution, safety, and community disruption that cannot be mitigated. We also note that it intrudes on the voter approved Prop. R Agricultural zones.

The General Plan currently states that neighborhoods will not be sacrificed to Regional Traffic. This road is in conflict with this portion of the General Plan and we urge you and the Council to remove the Overlook Extension from the General Plan. Since it was placed in the General Plan neighborhoods have grown and changed. It is no longer a viable alternative and it is unacceptable to disrupt Casa Blanca and the Agricultural Zones for the sake of traffic much of which originates out of the City.

Thank you for reviewing our input. We have appreciated the opportunity to give you our feedback.

Sincerely,

Lugena Wahlquist  
Dave Wahlquist  
1020 Tiger Tail Drive  
[lugenaw@aol.com](mailto:lugenaw@aol.com)  
[davek6kmz@aol.com](mailto:davek6kmz@aol.com)

## Jenkins, Diane

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**From:** Wahlquist Dave <davek6kmz@aol.com>  
**Sent:** Wednesday, February 27, 2013 3:27 PM  
**To:** Jenkins, Diane  
**Cc:** Davis, Paul  
**Subject:** Overlook Parkway EIR  
**Attachments:** Overlook.doc

Please consider the attached comments relative to the options for Overlook Parkway.

## **Draft EIR Findings for the Four Overlook Parkway Options**

My comments address only Options 3 and 4. Any issue of this kind involves the weighting of competing interests. On the one side there is completion of the general plan, fulfillment of a commitment made to a regional traffic agency and for a few Riverside residents reduced daily commute times. The bulk of those commuters benefitted will most likely be from outside of the City.

Against these benefits you weigh the loss or serious degradation of several truly unique areas of the City – Casa Blanca, Victoria Avenue, the Greenbelt and Arlington Heights. There is nothing equivalent to these areas elsewhere in the City and areas of this type are even difficult to find most places in Southern California. Areas such as these should not be easily sacrificed because they are unique and special.

From a biased and perhaps even from an unbiased perspective, the price of Options 3 and 4 seems too high to pay. The benefit does not outweigh the cost.

These are my specific issues with the Draft EIR:

1. It is hard to believe that a generalized traffic model is accurate when applied to an area that is recognized as being unique. The traffic projections for Options 3 and 4 appear unrealistically low.
2. There has been insufficient consideration of the impact of cut through traffic for streets surrounding the project area.
3. The analysis of traffic consequences and resulting noise and air quality reduction for Casa Blanca is unrealistic. Only someone who did not know or understand Casa Blanca could ever believe that an additional 20,000 cars a day through that community would not destroy the community and produce real and significant dangers for community residents.
4. There appear to be no consideration of what happens to the proposed thousands of additional cars once they reach the Madison rail crossing and the 91 Freeway. Even with existing traffic this is already one of the more congested areas of the City - particularly during the “rush hours.” With Indiana and the railroad tracks so close to the freeway entrances there is currently no place for cars wait. It is hard to imagine what chaos would be created by thousands of additional cars.

Please be very thoughtful about moving ahead with this. There is a lot to be lost. Perhaps in the past the connection of Overlook made perfect sense. However, time has move on and that time has passed. The idea of the bridge connection needs to be abandoned and it needs to be removed from the City General Plan.

Thank you for this opportunity for input into the Overlook EIR review process.

David Wahlquist  
1020 Tiger Tail Dr.  
Riverside 92506  
Davek6kmz@aol.com

## Jenkins, Diane

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**From:** Davis, Paul  
**Sent:** Thursday, February 28, 2013 12:48 PM  
**To:** Wahlquist Dave; Jenkins, Diane  
**Cc:** Gutierrez, Ken  
**Subject:** RE: Overlook Parkway EIR

Mr. Wahlquist,

Thank you for our very thoughtful analysis and comment on the Draft EIR, involving the Overlook Parkway Issue. Diane has received your comments and will log them as part of the Comment Period. I am concerned over the need to look or re-evaluate some of the areas that are lacking within the document on the Orozco/Mary side of Overlook and will be discussing this with Councilman Gutierrez in the hopes of either extending the Comment Period or otherwise.

Paul Davis  
Council Member - Ward 4  
City of Riverside

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From: Wahlquist Dave [davek6kmz@aol.com]  
Sent: Wednesday, February 27, 2013 3:27 PM  
To: Jenkins, Diane  
Cc: Davis, Paul  
Subject: Overlook Parkway EIR

Please consider the attached comments relative to the options for Overlook Parkway.

**Concerns about DEIR and the General Plan**  
**(Option 3: Complete Overlook and bring traffic down Washington to Victoria)**  
**(Option 4: Complete Overlook and create a new road across the orange grove to Madison, down Madison to Freeway)**

\*We believe the DEIR contains some flaws.

\*We are neutral as to whether the gates at Crystal View Terrace are opened or closed.

\*The DEIR does not appear to adequately deal with cut-through traffic for residential streets on either side of the Overlook Bridge. Victoria, Orozco, Hawarden, Mary, and many other streets, will be impacted as traffic uses these streets as a means of avoiding Washington and Madison.

\*It does not seriously consider increased multiple emission levels for Casa Blanca, which also has railway and freeway traffic emissions. It appears that this community would be sacrificed to accommodate regional traffic. This is unacceptable!

\*Option 3 does not adequately address what happens to 20,000+ cars as they approach Washington and Victoria, Washington and Lincoln, Washington and Indiana. Nor does it adequately address consequences of traffic through these neighborhoods.

\*Option 4 does not address the risk to pedestrian traffic that uses Madison, including lots of children. Widening of Madison will have traffic at front doors of homes, businesses and public services, such as the Library.

\*It does not address frequent rail traffic and blocked access to the freeway because of trains. Future increases in train traffic do not appear to be considered. Noise and emissions from traffic waiting for trains also does not appear to be calculated. If an underpass is constructed at the Madison crossing, what is the estimated cost?

\*The various proposed project mitigation and construction costs appear unrealistically low. We believe, based on past conversations, that the estimated cost of the bridge over the Alessandro Arroyo is grossly underestimated.

\*As stated in the report, the effects of noise, traffic and disruption of communities and ways of life cannot be mitigated.

\*Option 4 destroys a historic grove with trees dating from early 1900's, overriding voter approved Prop. R and Measure C. It also permanently alters Victoria Ave, which is a historical landmark. It adds signals and curbs to part of Victoria Avenue that will forever change its nature.

\*The DEIR does not deal with issues of egress from a number of streets and gated communities along Overlook Parkway. With traffic increasing to 20,000 + cars it will be much more difficult to make turns onto Overlook. This problem will force more traffic through residential streets and neighborhoods seeking easier ways onto Overlook.

\*The traffic levels in the report were generated by computer models and appear to underestimate the potential volume of traffic if Overlook is connected. It is hard to determine from the report how this data was derived. We believe that capacity and traffic volumes are significantly underestimated, increasing the potential for further unmitigated negative impacts.

\*Traffic on Victoria Ave will be significantly increased with both Options 3 and 4.

\*Both Options 3 and 4 will negatively impact property values in the general area surrounding Overlook Parkway.

\*We do not understand why this report indicates that part of the reason for Overlook Extension is to connect to Sycamore Canyon Park. It is hard to believe that the importance of this connection outweighs preservation of the Greenbelt and our neighborhoods.

\*A condition outlined in the General Plan states that residential areas are not to be sacrificed to accommodate regional traffic. Options 3 and 4 do just that to accommodate Moreno Valley and South County commuters.

\*As voters we approved Proposition R and Measure C and expect that their integrity will be respected and maintained. We choose to live in this area because of the benefits derived from Proposition R and Measure C.

\*General Plan section 2.8 notes that designing street improvements needs to take into account esthetics as well as traffic. This needs to be followed.

There are few areas in the City and in fact in Southern California like our area. To keep Riverside a special City this unique area must be preserved. We believe that the extension of Overlook Parkway must be removed from the General Plan. There is precedent for this in the removal of the Central Avenue extension. We now have a wonderful park at Chicago Ave. and Central, rather than the rush of traffic. Convenience for some should not trump sustaining unique, quiet, livable neighborhoods.

## Jenkins, Diane

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**From:** Davis, Paul  
**Sent:** Saturday, February 02, 2013 8:14 AM  
**To:** Lugena Wahlquist  
**Cc:** Jenkins, Diane; DaveK6KMZ@aol.com; lugenaw@aol.com  
**Subject:** Re: Feedback DEIR relating to Crystal View/Green Orchard and Overlook Parkway Extension

Ms. Wahlquist,

Thank you for your input and comments on this issue. I would like to invite you and your spouse to a community meeting on this issue, Wednesday, Feb. 20, at OrangeTerrace Community Center. The meeting will begin at 6:30pm. We are in no hurry to make a decision and are looking at a proper final resolution to the Extension issue, please let your friends and neighbors know of the meeting date and times.

Paul Davis  
Council Member - Ward 4  
Sent From My iPad

On Feb 1, 2013, at 2:42 PM, "Lugena Wahlquist" <[lugenaw@aol.com](mailto:lugenaw@aol.com)> wrote:

Dear Ms Jenkins and Councilman Davis,

We are Lugena and Dave Wahlquist. We reside at 1020 Tiger Tail Drive in Alessandro Heights. We have lived here since 1978.

We are writing to submit our feedback on the above mentioned DEIR. We have attached a list of some of our general and specific concerns.

We remain neutral re: the opening or closing of the gates at Crystal View Terrace, but we are strongly opposed to the extension of Overlook Parkway. We believe this proposal will forever change the character of all the neighborhoods through which the traffic will pass. This DEIR clearly states that there will be significant impacts to the neighborhoods relative to noise, pollution, safety, and community disruption that cannot be mitigated. We also note that it intrudes on the voter approved Prop. R Agricultural zones.

The General Plan currently states that neighborhoods will not be sacrificed to Regional Traffic. This road is in conflict with this portion of the General Plan and we urge you and the Council to remove the Overlook Extension from the General Plan. Since it was placed in the General Plan neighborhoods have grown and changed. It is no longer a viable alternative and it is unacceptable to disrupt Casa Blanca and the Agricultural Zones for the sake of traffic much of which originates out of the City.

Thank you for reviewing our input. We have appreciated the opportunity to give you our feedback.

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

Sincerely,

Lugena Wahlquist  
Dave Wahlquist  
1020 Tiger Tail Drive  
[lugenaw@aol.com](mailto:lugenaw@aol.com)  
[davek6kmz@aol.com](mailto:davek6kmz@aol.com)

<Overlook\_Parkway\_Addendum.docx>

## Andrade, Frances

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**From:** Jody Wallace <JWallace@cmmps.com>  
**Sent:** Wednesday, February 20, 2013 5:39 PM  
**To:** Jenkins, Diane  
**Subject:** Gates Crystal View Terrace and Green Orchard

Diane,

I own a home on Miracle Mile which is off Overlook Parkway near Crystal View Terrace. My family and I travel through the gate sections many times per day. More importantly, I had a drowning at my home a few years ago and my nephew may not be alive today had the gates at Crystal View Terrace been locked. I wanted to give you my opinions on the EIR which I have reviewed. First, I am completely against Option 1. As previously stated locking the gate would create a safety hazard for my family. Additionally, we would be driving an additional combined 20-25 miles per day so this would be an inconvenience as well.

My preference for the options are 4,3, and 2 in that order. I believe in giving the citizens in Riverside the most access and options to travel. Please let me know if you have any questions and thank you in advance for receiving and considering my preferences.

Jody Wallace • Chief Executive Officer • Connect Merchant Payment Services, LLC  
4204 Riverwalk Parkway, Suite 270 • Riverside • CA • 92505  
Office: (951) 905-5000 • Direct Fax: (951) 905-5989  
[jwallace@cmmps.com](mailto:jwallace@cmmps.com) • <http://www.cmmps.com>



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## Jenkins, Diane

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**From:** peggy walton <pwtwalton@att.net>  
**Sent:** Monday, April 15, 2013 11:58 AM  
**To:** Jenkins, Diane  
**Subject:** Overlook Parkway

Hello,

I am wondering what the status is of the project to complete Overlook Parkway? Has the EIR been revised? If so, is it available for view?

When will the City Council make a decision about the parkway?

I live in Canyon Crest and I am very much in favor of completing the parkway. I have been waiting for more than a decade for that road to provide easy access to the entire Overlook Parkway from Alessandro Blvd. The landscaped and divided parkway was designed to be a major roadway for use by Riverside residents, and I think it should be completed as intended.

I also agree with the police and fire departments' support of the connections to make it easier for them to respond to any emergencies at the homes along Overlook Parkway.

In addition, I believe completing Overlook Parkway might benefit Canyon Crest Towne Center (which continues to have empty stores) because folks in the neighborhoods surrounding Overlook Parkway could have easy access to Canyon Crest! Hopefully, the Chamber of Commerce is supporting the completion of Overlook Parkway.

Sincerely,  
Peggy Walton

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[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...**

**... constant vehicular gridlock...**

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

March 16, 2011

Gus Gonzalez, Associate Planner:

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

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

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

Sincerely,

Pati Weir, founding member of Victoria Avenue Forever  
Riverside, CA

cc: Mayor, City Council, and Riverside City Clerk

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

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

## Jenkins, Diane

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**From:** dmonniec@aol.com  
**Sent:** Tuesday, February 26, 2013 1:59 PM  
**To:** Jenkins, Diane; Davis, Paul; MacArthur, Chris; Gardner, Mike; Melendrez, Andy; Hart, Nancy; Adams, Steve  
**Subject:** Overlook Parkway Extension

I am deeply concerned about plans to extend Overlook Parkway. I will surely be at the next Council meeting to express my concerns in full detail. I've included, in this e-mail, a partial list of my concerns: the addition of 20,000+ (this is a conservative estimate at best) vehicles will bring extra pollution, noise, traffic to the community; Option 4 does not address the risk for pedestrian traffic and widening of Madison will literally bring traffic to the front doors of many homes; Option 4 destroys a historic grove dating back to the early 1900's, it overrides voter approved Prop. R and Measure C; Option 3 and 4 will negatively impact property values in the Overlook Parkway; the residential areas, and families, of Overlook Parkway will be sacrificed to accommodate Moreno Valley and South County commuters.

I have many more concerns that would be too lengthy for this document. I look forward to sharing them with you, in detail with supporting documentation, at the next Council meeting.

Thank You,

Don Wells

**From:** [Bill Wilkman](#)  
**To:** [Jenkins, Diane](#)  
**Subject:** Overlook Parkway EIR  
**Date:** Thursday, December 13, 2012 9:27:49 AM

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Hi Di

I hope you're doing well.

I'm in the process of reading through the Overlook Parkway EIR and had a few comments I wanted to pass along right away. I'm finding it difficult to understand the Summary of Significant Environmental Analysis Results in regard to the following:

- It's easy to get lost trying to follow the chart, given that it addresses the same basic criteria for four Scenarios. I would suggest that the highlighted table element that identifies the Scenario being addressed appear on every page of the table. As currently formatted, the Scenario addressed by each segment of the very lengthy table is only addressed on the first page where the Scenario discussion begins.
- I don't understand why within Scenarios 2 through 4, the table addresses both "Gates Open" and "Gates Closed". My understanding of these scenarios is that they all assume the gates would be removed and thus only apply to a "Gates Open" situation.
- In several places in the table mitigations refer the reader back to an earlier part of the table where the mitigation is spelled out. It's hard on the reader to keep having to flip back to a previous page to see what a mitigation says. I would suggest the document simply restate the mitigation.

That's all for now. I look forward to communicating with you as this process moves forward.

Bill

## Remarks Regarding Overlook Parkway EIR – 1-9-2013 Planning Commission Workshop

- My name is Bill Wilkman and I live at 6779 Hawarden Drive.
- Preface: This is not intended to be a criticism of Public Works or Planning. In my 30-plus year career as a Planner I learned that computer models can often give bogus data that, unless corrected can lead to bogus conclusions.
- I represent the concerns of a number of people who live on the travel corridor consisting of Orozco, Gainsborough, Hawarden, and Mary streets. I'm in communication with about 40 of these people.
- My neighbors have been trying for over **four** decades to get the City to understand and correct the growing traffic issues of our area.
- We had hoped this EIR would finally provide the needed comprehensive analysis and viable solutions to our neighborhood's traffic issues. We are extremely disappointed that the EIR fails to do this.
- The project background section of the EIR only covers the history of Overlook Parkway subsequent to the 2001 approval of the Crystal View gates. In fact, Overlook's history goes back **at least four decades**, and to make the Crystal View gates the foundation of the subsequent analysis is to miss a critical component needed to understand the problem.
- To wit, in the early 1970s, the City Council removed from the General Plan two critical components of Overlook Parkway. One was the extension of Overlook Parkway to the 91 Freeway to serve east-west traffic and the other was the establishment of an arterial in the Mary Street corridor to serve north-south traffic.
- The City promised to redesign the Overlook arterial system, but that never happened.
- In the absence of these planned arterials, drivers cut through our neighborhood to get to these destinations. As development has increased along Overlook Parkway, traffic has increased exponentially.
- The EIR fails to acknowledge this fundamental fact and fails to provide viable solutions.
- This is aptly illustrated in traffic flow data in the EIR. In the noise section, the EIR indicates that **on one segment of Gainsborough Drive**, opening the Crystal View gates increased daily traffic from 773 to over 2,000 cars a day. Yet subsequent charts say that connecting Overlook Parkway to Alessandro Boulevard would add **less than 200 additional cars** to that figure. **This simply defies logic.** If the simple opening of Overlook to a local street system added over **2,000** cars a day, surely opening it to Alessandro Boulevard would add much more than just 200 cars a day.
- Something is wrong with the data and this EIR must not be certified until that problem is corrected and appropriate solutions to cut-through traffic in our neighborhood are developed.

## Wilkman's Remarks Regarding Overlook Parkway EIR – 1-9-2013 Planning Commission Workshop

- Preface: This is not intended to be a criticism of Public Works or Planning. In my 30-plus year career as a Planner I learned that computer models can often give bogus data that, unless corrected can lead to bogus conclusions.
- I represent the concerns of a number of people who live on the travel corridor consisting of Orozco, Gainsborough, Hawarden, and Mary streets. I'm in communication with about 40 of these people.
- My neighbors have been trying for over **four decades** to get the City to understand and correct the growing traffic issues of our area.
- We had hoped this EIR would finally provide the needed comprehensive analysis and viable solutions to our neighborhood's traffic issues. We are extremely disappointed that the EIR fails to do this.
- The project background section of the EIR only covers the history of Overlook Parkway subsequent to the 2001 approval of the Crystal View gates. In fact, Overlook's history goes back **at least four decades**, and to make the Crystal View gates the foundation of the subsequent analysis is to miss a critical component needed to understand the problem.
- To wit, in the early 1970s, the City Council removed from the General Plan two critical components of Overlook Parkway. One was the extension of Overlook Parkway to the 91 Freeway to serve east-west traffic and the other was the establishment of an arterial in the Mary Street corridor to serve north-south traffic.
- The City promised to redesign the Overlook arterial system to make up for these deletions, but that never happened. Eventually, the Hawarden/Orozco/Gainsborough corridors were connected to Overlook Parkway. In the absence of the originally planned arterials, drivers use these neighborhood streets to get to destinations that would have been served by the originally planned arterials. As development has increased along Overlook Parkway, traffic has increased exponentially.
- The EIR fails to acknowledge this fundamental fact and fails to provide viable solutions.
- This is aptly illustrated in traffic flow data in the EIR. In the noise section, the EIR indicates that **on one segment of Gainsborough Drive**, opening the Crystal View gates increased daily traffic from 773 to over 2,000 cars a day. Yet subsequent charts say that connecting Overlook Parkway to Alessandro Boulevard would add **less than 200 additional cars** to that figure. **This simply defies logic.** If the simple opening of Overlook to a local street system added over **2,000** cars a day, surely opening it to Alessandro Boulevard would add much more than just 200 cars a day.
- Something is wrong with the data and this EIR must not be certified until that problem is corrected and appropriate solutions to cut-through traffic in our neighborhood are developed.

ROAD SEGMENT	FROM	TO	S-1 (GATES CLOSED)*	S-2 (GATES OPEN)**	INCREASE #	INCREASE %	ADDED TRAFFIC, S-3 OVER S-2***	ADDED TRAFFIC, S-4 OVER S-2****
Orocco	Overlook	Westminster	1171	2492	1321	213%	129	176
Gainsborough	Orocco	Westminster	773	2022	1249	262%	187	147
Gainsborough	Westminster	Hawarden	1382	2578	1196	187%	255	128
Hawarden	De Grazia	Gainsborough	1351	2439	1088	181%	199	75
Hawarden	Overlook	Skye	432	772	340	179%	-38	1113
Hawarden	Skye	Mary	1139	1422	283	125%	No figure given	1056
Hawarden	Mary	De Grazia	2416	3407	991	141%	147	23
Mary	Hawarden	Francis	3323	4702	1379	141%	71	1112

Numbers in columns D, E, F, H, and I constitute the number of vehicles per day counted on each identified street segment.

\*S-1 = Crystal View area gates are closed and Overlook remains as it is today.

\*\*S-2 = Crystal View area gates are opened and Overlook remains as it is today.

\*\*\*S-3 = Crystal View area gates are opened and Overlook is connected to Alessandro Blvd.

\*\*\*\*S-4 = Crystal View area gates are opened and Overlook is connected to both Alessandro Blvd. and the 91 Freeway.

It is important to note that in S-4, Washington would be cul-de-sacced north of the extension of Overlook to the 91 Freeway.

## Jenkins, Diane

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**From:** Jenkins, Diane  
**Sent:** Friday, January 11, 2013 7:32 AM  
**To:** 'Bill Wilkman'  
**Subject:** RE: Question RE: Comments You Receive

Hello Bill,

All comments are saved and the consultant team will be preparing responses to these comments for the Final EIR.

Thanks

Di

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

 please consider the ENVIRONMENT before printing this email

**From:** Bill Wilkman [<mailto:wilkmanhistory@aol.com>]  
**Sent:** Thursday, January 10, 2013 10:42 PM  
**To:** Jenkins, Diane  
**Subject:** Question RE: Comments You Receive

Diane, when people send you comments regarding the Overlook EIR what do you do with them? People are asking me if they should copy their comments to the City Council and the various City staff involved in the Overlook EIR matter.

Thanks in advance.

Bill

## Jenkins, Diane

---

**From:** Bill Wilkman <wilkmanhistory@aol.com>  
**Sent:** Friday, March 01, 2013 1:29 PM  
**To:** Jenkins, Diane  
**Cc:** Gutierrez, Ken; Davis, Paul; Boyd, Tom; Hayes, Steve  
**Subject:** Comments on Overlook Parkway DEIR  
**Attachments:** WilkmanComments-OverlookDEIR-3-1-2013.pdf

Attached are my comments on the Overlook Parkway DEIR. I look forward to helping the staff and consultant address all of the issues I have identified.

Bill Wilkman

March 1, 2013

Diane Jenkins, Principal Planner  
City of Riverside Community Development Department  
City Planning Division  
3900 Main Street  
Riverside, CA 92522

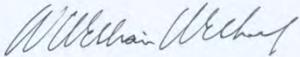
SUBJECT: Comments on the Overlook Parkway DEIR

Thank you for the opportunity to comment on the Overlook Parkway DEIR. I have spent considerable time studying this document and have developed several comments on its contents. My comments, of course, are in the form of a critique. Please know, however, that I understand how much work goes into a document of this type and I appreciate all the staff and consultant have done toward the goal of producing a thorough and competent document. My comments in no way reflect an overall negative view of the report, but rather focus in on one area where it is apparent that key information was not addressed and where errors have resulted due to the lack of attention to this information and due to too much of a reliance on un-vetted traffic model data. My concerns relate to the documentation and analysis of traffic impacts in the Orozco/Gainsborough/Hawarden/Mary corridor. First, the document does not adequately document the history of Overlook Parkway and the decisions that have led to the problems faced on this corridor today. Further, real-world traffic counts show that any increase in traffic on Overlook Parkway has a direct relationship to increases of traffic on the Orozco/Gainsborough/Hawarden/Mary corridor. Yet the DEIR does not reflect this real-world fact in its traffic projections.

I believe that the DEIR needs to be significantly revised in regard to these shortcomings and that the public review process should not be further advanced until its deficiencies are fully addressed and appropriate mitigation measures are developed for Scenarios 2 through 4. I have considerable background in regard to planning in this area, given my 30-plus year history as a city planner for the City of Riverside. Additionally, I have collected several files on traffic issues in the Orozco/Gainsborough/Hawarden/Mary corridor and would be happy to share this information with the staff and consultant.

I look forward to working with the City and consultant to address the current issues in the DEIR and to help in the completion of a responsive and accurate EIR. Please feel free to call me at 951 789-6004 or email me at [WilkmanHistory@aol.com](mailto:WilkmanHistory@aol.com) for further information or assistance. My goal is to not to simply criticize the DEIR, but more importantly to help the staff and consultant make the DEIR as accurate and responsive as possible. My comments are attached.

Sincerely,



Bill Wilkman  
6779 Hawarden Drive  
Riverside, CA 92506

**Overall Concerns:**

1. My overall concern is that the DEIR does not adequately document and analyze the traffic issues in the Orozco/Gainsborough/Hawarden/Mary corridor. Prior to the commencement of the DEIR, I met with city staff and the consultant and provided extensive background materials, including studies and reports on Overlook Parkway completed within the last 40-years. Yet, somehow, the history and data I provided were not considered in the DEIR. I have attached four documents to these comments that are intended to aid in understanding the traffic issues in my neighborhood. The last two were among those provided to the City staff and consultant at the beginning of the EIR process. I have many more documents on Overlook Parkway that I would be happy to share with the staff and consultant.

2. Despite my efforts to alert the city and consultant to the cut through traffic issues in my neighborhood, the DEIR's Traffic section includes no traffic flow data for the Orozco/Gainsborough/Hawarden corridor. Rather, one has to go to the Noise section to find this data. The DEIR doesn't even identify any roadway links in this corridor, and without the identification of roadway links, there is no way of addressing traffic flows through this area. This lack of analysis of traffic impacts in this corridor exposes a fundamental flaw in the DEIR.

3. In documenting the history of Overlook Parkway, the DEIR starts with the installation of the Crystal View area gates in the early 2000s. In fact, the history of Overlook Parkway goes back 40 or so years. In failing to document and consider the full history of Overlook Parkway, the DEIR lacks the basic foundation necessary to preparing an adequate document.

4. One obvious indicator of the inadequacy of the DEIR in regard to traffic impacts in my neighborhood can be seen in its traffic data. The fact that one has to go to the Noise section to find any traffic volume data about my neighborhood is a definite "red flag" in regard to the EIR's failure to adequately address traffic in this area. Taking the information on traffic counts and projections in the Noise section, I prepared the Excel Spreadsheet included among the attachments. As you can see in the spreadsheet, merely opening the gates in the Crystal View area increased the traffic on the Orozco/Gainsborough/Hawarden (east) corridor by over 2000 cars a day, as much as a 262% increase. Traffic increases on the west Hawarden link were much less in numbers, due to the fact that drivers have to go almost to Washington Street before they can cut over to Mary Street via this part of the corridor. Nonetheless the percentage increases in this area are as much as 179%.

5. The traffic counts associated with Scenarios 1 and 2 are the result of actual counts of cars, and the traffic counts associated with these scenarios should be used as a test of the veracity of any traffic projections associated with Scenarios 3 and 4. Specifically, if major real-world increases of cut-through traffic were caused by the mere opening of the gates in the Crystal View area, one would expect even more substantial increases with the extension of Overlook Parkway across the Alessandro Arroyo. But this is not reflected in the traffic projections as noted below:

- Scenario 3: Here we have Overlook extended over the Alessandro Arroyo, with very little done to handle traffic at Washington Street. Given the cut-through traffic caused by the opening of the Crystal View area gates, one would expect a huge increase in cut-through traffic with Overlook Parkway connected to Alessandro Boulevard. Yet the traffic projections show only between 181 and 255 more vehicles using the Orozco/Gainsborough/Hawarden (east) corridor than the gates open counts record. Perhaps the traffic model assumed Washington Street, the only arterial in the area, would absorb most of Overlook's increased traffic, but this is highly

unlikely. Washington Street does not extend past the Riverside Freeway, thus making it undesirable for north-bound travelers. For east-bound travelers, driving to Washington Street means going several blocks west before easterly travel is possible. These are the reasons my neighborhood is so popular as a cut-through route today and why even an upgraded Washington Street will never have any significant impact on this cut-through traffic. The only way to keep cut through traffic off my neighborhood's local street system is to make it impossible for this cut-through traffic to use my neighborhood's streets. Mitigation of this sort must be included for all Scenarios 2 through 4.

- Scenario 4: Here, Overlook is extended to the 91 freeway via C Street. While this can be expected to accommodate west-bound traffic, it would not divert north- or east-bound traffic from the Orozco/Gainsborough/Hawarden/Mary corridor. One significant reason for this is the fact that this scenario cul-de-sacs Washington Street north of its intersection with C Street, thus making it necessary for anyone who chooses to stay on the arterial system to reach northerly or easterly destinations to go all the way to Madison Street before they can begin traveling in these directions. It is obvious to me that this will make my neighborhood's streets even more attractive as a cut-through route. Yet, the traffic projections only show from 75 to 176 more cars on the Orozco/Gainsborough/Hawarden corridor over the gates open counts. Even if the Washington cul-de-sac was eliminated, cut-through traffic would still be a problem, as my neighborhood's streets would continue to be the preferable route for travelers heading north or east, just as they are today.

6. The DEIR says Overlook Parkway should remain on the General Plan even if Scenarios 1 or 2 are chosen. I disagree. The Overlook Parkway matter has been left up in the air for about 40-years. The residents of this area have repeatedly been forced to go to hearings, write letters, make phone calls, etc. every time the matter of Overlook Parkway is addressed. *We deserve to have a resolution to Overlook Parkway once and for all!* If either of these scenarios is chosen, Overlook Parkway should be taken off of the General Plan. Otherwise, the City will have, once again "kicked the can down the road", leaving Overlook Parkway as an undecided matter. The City needs to, once and for all, decide what it wants to do with Overlook Parkway. If it decides to adopt either Scenarios 1 or 2, it is signifying that it has no intention of implementing Overlook Parkway as an arterial. Under either of these scenarios, I believe the City should take Overlook Parkway off of the General Plan and terminate Overlook Parkway in a cul-de-sac on both sides of the Alessandro Arroyo. I would suggest that on the east side of the arroyo, Overlook Parkway should be renamed Canyon Crest Drive. At both sides of the arroyo, the terminations should be designed as a scenic viewpoints and trail-heads to the Alessandro Arroyo. *The potential connection of Overlook Parkway to Alessandro Boulevard has haunted the Orozco/Gainsborough/Hawarden/ Mary corridor for over 40-years, and it is about time the matter is settled for good.*

7. Having worked as a Planner for the City of Riverside for some 30-plus years, I know that traffic models can often give erroneous results and I think this is the case here. In my view, regardless of which scenario is selected, it is important that the DEIR be corrected in regard to all scenarios before it is certified. In this regard, the full history of Overlook Parkway needs to be documented, the traffic projections need to be corrected, and appropriate mitigation measures need to be developed for Scenarios 2 through 4 to divert cut-through traffic out of my neighborhood.

#### **Detailed Comments:**

**Street Suffixes:** Throughout the document, incorrect street suffixes are used in relation to streets in the study area. For example Madison Street is often referred to as Madison Avenue, Dufferin Avenue is

often referred to as Dufferin Street, Hawarden Drive is referred to as Hawarden Court, etc. I would suggest the consultant determine the correct suffix for each street and do a “search and replace” to correct the errors in the report.

**Page S-8, Paragraph 1:** This paragraph refers to General Plan Policy CCM-4-4, but the description corresponds with General Plan Policy CCM-4.2. The purpose of this policy is to assure that cut-through traffic issues in the Orozco/Gainsborough/Hawarden/Mary corridor are resolved *before* Overlook Parkway is connected to Alessandro Boulevard. I am certain of this because as President of Victoria Avenue Forever, this policy was among several that the VAF Board of Directors recommended be added to the General Plan during its public hearing process. If competently completed, the Overlook EIR will have addressed this policy by fully analyzing the traffic impacts on the Orozco/Gainsborough/Hawarden/Mary corridor of connecting Overlook Parkway to Alessandro Arroyo and by incorporating the mitigation necessary to eliminate cut-through traffic from this neighborhood in Scenarios 2 through 4.

**Table S-1, Overall Table:** I found this table to be very difficult to follow. It would help if the scenario being addressed on each page of the table was identified at the top of the table.

**Table S-1, Pages 12-14:** The references to “Gates Open” in this part of the table are confusing. In Scenario 1, the gates are closed; so why would there be any mention of a Gates Open condition?

**Table S-1, Page 12:** The last box under Mitigation Measures talks about traffic at the Mary/Victoria intersection operating at LOS F. I don’t dispute this conclusion; however, I would think that this fact would demonstrate the presence of a cut-through traffic issue in the Orozco/Gainsborough/Hawarden/Corridor. After all, to create an LOS F condition the traffic would have to be coming from somewhere and the most logical source would have to be the Orozco/Gainsborough/Hawarden/Mary corridor.

**Table S-1, Pages S-16 thru 19:** This part of the table refers to Scenario 2, where the gates are open. Why, then does the table make reference to the Gates Closed condition?

**Table S-1, Page S-18:** Same comment as for Table S-1, Page 12.

**Table S-1, Pages S-25 thru 32:** This part of the table refers to Scenario 3, where the gates are open. Why, then does the table make reference to the Gates Closed condition?

**Table S-1, Page 29:** S3-INT-14 and 15 calls for the signalization of the intersections of Overlook Parkway with Orozco and Hawarden Drives, specifying a “Less than significant” impact after implementation. Logic would suggest that installing signals at these locations would *facilitate* cut-through traffic in the Orozco/Gainsborough/Hawarden corridors, with a resultant *huge cut-through traffic impact*.

**Table S-1, Page S-31:** Same comment as for Table S-1, Page S-29.

**Table S-1, Pages 43-49:** This part of the table refers to Scenario 4, where the gates are open. Why, then does the table make reference to the Gates Closed condition?

**Table S-1, Page S-44:** S4-INT-4 calls for a four-way stop at Orozco and Overlook. There already is a four-way stop there.

**Table S-1, Pages S-46-S-47:** S4-INT-13 and 14 calls for the signalization of the intersections of Overlook Parkway with Orozco and Hawarden Drives, specifying a “Less than significant” impact after implementation. Installing signals at these locations would *facilitate* cut-through traffic in the Orozco/Gainsborough/Hawarden corridors, and *the resulting traffic impacts would be huge*.

**Table S-1, Page S-48:** Same comment as for Table S-1, pages 46-47

**Page 2-2, 2.2 Project Background:** As noted earlier, Overlook Parkway’s background goes back at least 40-years. In fact, the Mary Street extension that was once a part of Overlook’s planning was part of the City’s first General Plan, adopted in 1928! In any event, a competent analysis of Overlook Parkway is not possible unless it at least addresses the original planning of the parkway that included the extension of Overlook past Washington Street to connect to the 91 Freeway and the extension of Washington Street to connect with Mary Street. These components were critical to the adequate operation of Overlook Parkway and their deletion in the mid-1970s created a discontinuous arterial system with the result that local streets were forced to absorb the traffic these two arterial extensions were designed to handle. The attachments summarize the history of Overlook Parkway in this regard. I have a considerable amount of archival materials that document this history. I offered the loan of these materials at the beginning of the EIR process and extend that offer use in revising the DEIR.

**Policy CCM-4.2, Page 2-3:** I draw attention to this policy, because it is the critical policy in relation to traffic in the Orozco/Gainsborough/Hawarden/Mary corridor. This policy was incorporated into the General Plan specifically to assure that the matter of cut-through traffic in the Orozco/Gainsborough/Hawarden/Mary corridor was adequately addressed before Overlook Parkway was connected to Alessandro Boulevard. The fact that the DEIR fails to address traffic issues in this corridor demonstrates a fundamental failure to understand the purpose of this policy. As noted earlier, this policy was added to the General Plan at the behest of Victoria Avenue Forever during the time I was President of its Board of Directors, so I fully understand its intent.

**2-4 Environmental Baseline, Page 2-7:** My comments here are essentially the same as those for Project Background above. An important part of the environmental baseline is the deletion of the Overlook and Mary Street extensions in the mid-1970s and the cut-through traffic impacts that occurred on the Orozco/Gainsborough/Hawarden/Mary corridor as housing tracts made local street connections to Overlook Parkway that essentially duplicated, with local streets, the previously planned Mary Street arterial extension.

**Local Streets, Page 2-17:** This discussion only makes reference to Crystal View Drive and Berry Road. The discussion of impacts to local streets is not complete unless it makes reference to the streets in the Orozco/Gainsborough/Hawarden/Mary corridor.

**Overview, Page 2-21:** This section mistakenly makes reference to General Plan Policy CCM-4-4 when the related description of the policy reveals it is actually talking about General Plan Policy CCM-4-2. Further, this section asserts that this policy is adequately addressed in the traffic impacts analysis of the DEIR. Nothing could be further from the truth. In failing to address traffic impacts in the Orozco/Gainsborough/Hawarden/Mary corridor, the DEIR completely fails to satisfy the intent of this policy.

**Overview, Pages 2-35 thru 2-36 and first bullet on Page 2-41:** These sections make reference to the termination of Washington Street north of C Street. The elimination of this northerly corridor would

greatly exacerbate cut-through traffic in the Orozco/Gainsborough/Hawarden/Mary corridor. Most traffic today uses this corridor as a cut-through to reach northerly and easterly destinations, to avoid having to drive out of the way to Washington Street. With the elimination of Washington Street as an option for this traffic, it would make travel to northerly and easterly destinations via arterials even more inconvenient. Specifically, drivers wishing to avoid causing negative impacts to the Orozco/Gainsborough/Hawarden/Mary neighborhoods by staying on the arterial system would have to drive all the way to Madison Street before travel to northerly and easterly destinations would be possible. Nobody would go this far out of their way to stay on the arterial system when a simple short-cut through the Orozco/Gainsborough/Hawarden/Mary corridor would get them to their destinations much more conveniently and quickly.

**Off-Street Improvements, Page 2-46:** This section calls for a signal at Washington and Victoria under Scenario 4. Why would a signal be necessary at this intersection when Washington Street is proposed to be terminated in a cul-de-sac north of C Street?

**Hawarden Hills, Page 3.9-4:** This section makes reference to Hawarden Drive as a “thoroughfare”. Hawarden Drive is not a thoroughfare; it is a local neighborhood street, designed to serve the homes in the immediate area. In fact, Hawarden Drive west of Mary Street doesn’t even have sidewalks and Hawarden Drive east of Mary Street only has a sidewalk on one side. Further, Hawarden Drive between Rockwell and Gainsborough is only 24-feet wide, hardly the width of a “thoroughfare”.

**Land Use and Urban Design Element, Policy LU-13.2, Page 3.9-10:** The DEIR does not comply with this policy, which calls for “...traffic-calming measures...to protect local streets...” in relation to the extension of Overlook Parkway to Alessandro Boulevard.

**Circulation and Community Mobility Element, Policy CCM-2.8, Page 3.9-11:** The DEIR does not comply with this policy, which calls for the consideration of neighborhood aesthetic and livability factors in relation to the engineering of city streets. Cut-through traffic in the Orozco/Gainsborough/Hawarden/Mary corridor degrades the neighborhood’s aesthetics and livability.

**Scenario 3, Pages 3.9-36 thru 3.9-37:** The adoption of Scenario 3 would not justify the removal of Policy CCM-4.2 from the General Plan. Quite the contrary, Scenario 3 needs to *implement* this policy, including the diversion of cut-through traffic from the Orozco/Gainsborough/Hawarden/Mary corridor.

**Scenario 1, Page 3.9-38 and Scenario 2, Page 3.9-40:** As noted earlier, the City needs to, once and for all, decide what it wants to do with Overlook Parkway. If it decides to adopt either Scenarios 1 or 2, it is signifying that it has no intention of implementing Overlook Parkway as an arterial. Under either of these scenarios, I believe the City should terminate Overlook Parkway in a cul-de-sac on both sides of the Alessandro Arroyo. On the east side of the arroyo, Overlook Parkway should be renamed Canyon Crest Drive. At both sides of the arroyo, the terminations should be designed as scenic viewpoints and trail-heads to the Alessandro Arroyo. The potential connection of Overlook Parkway to Alessandro Boulevard has haunted the Orozco/Gainsborough/Hawarden/Mary corridor for over 40-years, and it is about time the matter is settled for good.

**References to Air Quality and Noise Impacts from Scenarios 3 and 4, Page 3.9-42 and 3.9-44:** Because the DEIR does not adequately analyze traffic impacts on the Orozco/Gainsborough/Hawarden/Mary corridor, it cannot adequately project impacts from noise and air quality on this corridor. This same comment applies to the analysis of noise and air quality impacts elsewhere in the DEIR.

**Section 3.11, Transportation/Traffic, starting on page 3.11-1:** This section does not adequately address traffic impacts on the Orozco/Gainsborough/Hawarden/Mary corridor and needs to be completely overhauled to properly analyze traffic impacts to this neighborhood and to include needed mitigation measures to address those impacts. While some of the *intersections* in this corridor are analyzed, no *roadway links* are identified in this corridor and, thus, traffic flows through this area are not addressed. While traffic projections on these streets do appear in the Noise section, the numbers are clearly incorrect. As noted earlier, taking the information on traffic counts and projections in the Noise section, I prepared the Excel Spreadsheet included as Attachment 4. An examination of this spreadsheet demonstrates that merely opening the gates in the Crystal View area increased the traffic on the Orozco/Gainsborough/Hawarden (east) corridor by over 2000 cars a day, as much as a 262% increase. Traffic increases on the west Hawarden link were much less in numbers, due to the fact that drivers have to go almost to Washington Street before they can cut over to Mary Street via this part of the corridor. Nonetheless the percentage increases in this area are as much as 179%. It is clear that the traffic model failed to properly evaluate the impacts of Scenarios 3 and 4 on the Orozco/Gainsborough/Hawarden/Mary corridor. This section needs to be revised to include appropriate traffic projections in the Orozco/Gainsborough/Hawarden/Mary corridor and the traffic flow data needs to be revised to reflect consistency with the actual traffic counts related to Scenario 2.

All of the data, tables, charts, information and conclusions of this chapter need to be overhauled to factor in a realistic projection of cut-through traffic from the connection of Overlook Parkway to Alessandro Boulevard. Further, mitigation measures need to be developed to divert cut-through traffic from the Orozco/Gainsborough/Hawarden/Mary corridor for Scenarios 2 through 4.

## OVERLOOK PARKWAY HISTORY AND SCENARIO MAPS – 2-15-2013

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The attached maps document the basic planning decisions regarding Overlook Parkway and the four scenarios proposed in the 2012 EIR. The maps show how Overlook Parkway was originally planned and what happened after the City Council changed these plans. Also included are maps of the four scenarios proposed in the EIR. By looking at the maps and reading the corresponding descriptions, the reader can easily see how the traffic problems in the Orozco/Gainsborough/Hawarden/Mary corridors were created and how each scenario would play out in regard to traffic impacts on these corridors.

ORIGINAL PLANNING: As originally planned, Overlook Parkway included two arterial extensions beyond Washington Street.

- One extension connected to the 91 Freeway, accommodating traffic heading toward westerly destinations, including Orange County.
- The second extension provided a direct connection between Washington Street and Mary Street. This extension accommodated traffic heading toward northerly and easterly destinations, including Downtown Riverside, Riverside Plaza, St. Catherine's School, Gage Jr. High School, Poly High School and numerous other destinations to the north and east. As planned, Mary Street would have become a major arterial. Its width today reflects its planned arterial status and the orientation of the housing tracts near Mary Street, facing away from Mary Street and separated from Mary Street by a block wall reflect early implementation of the planned status of Mary Street as an arterial.

No matter what one thinks of the ideas of extending an arterial through the Greenbelt and making Mary Street into an arterial, these planned extensions or their equivalents, would have been necessary to handle the traffic demands at the west end of Overlook Parkway at Washington Street.

**ORIGINAL  
PLANNING**

ORANGE CO.

MADISON

WASHINGTON

DOWNTOWN

MARY

HAWARDEN

OVERLOOK

VICTORIA

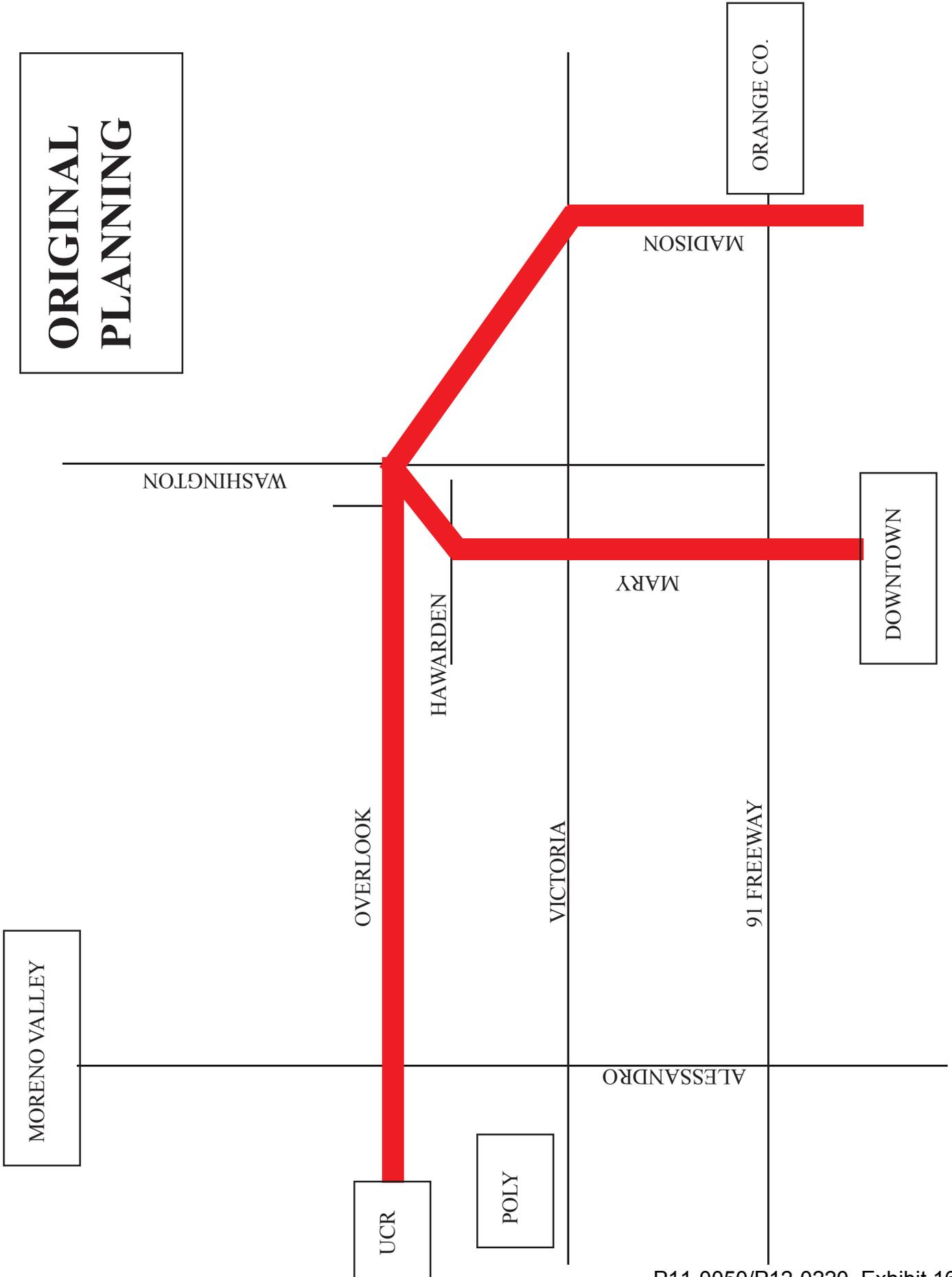
91 FREEWAY

ALESSANDRO

MORENO VALLEY

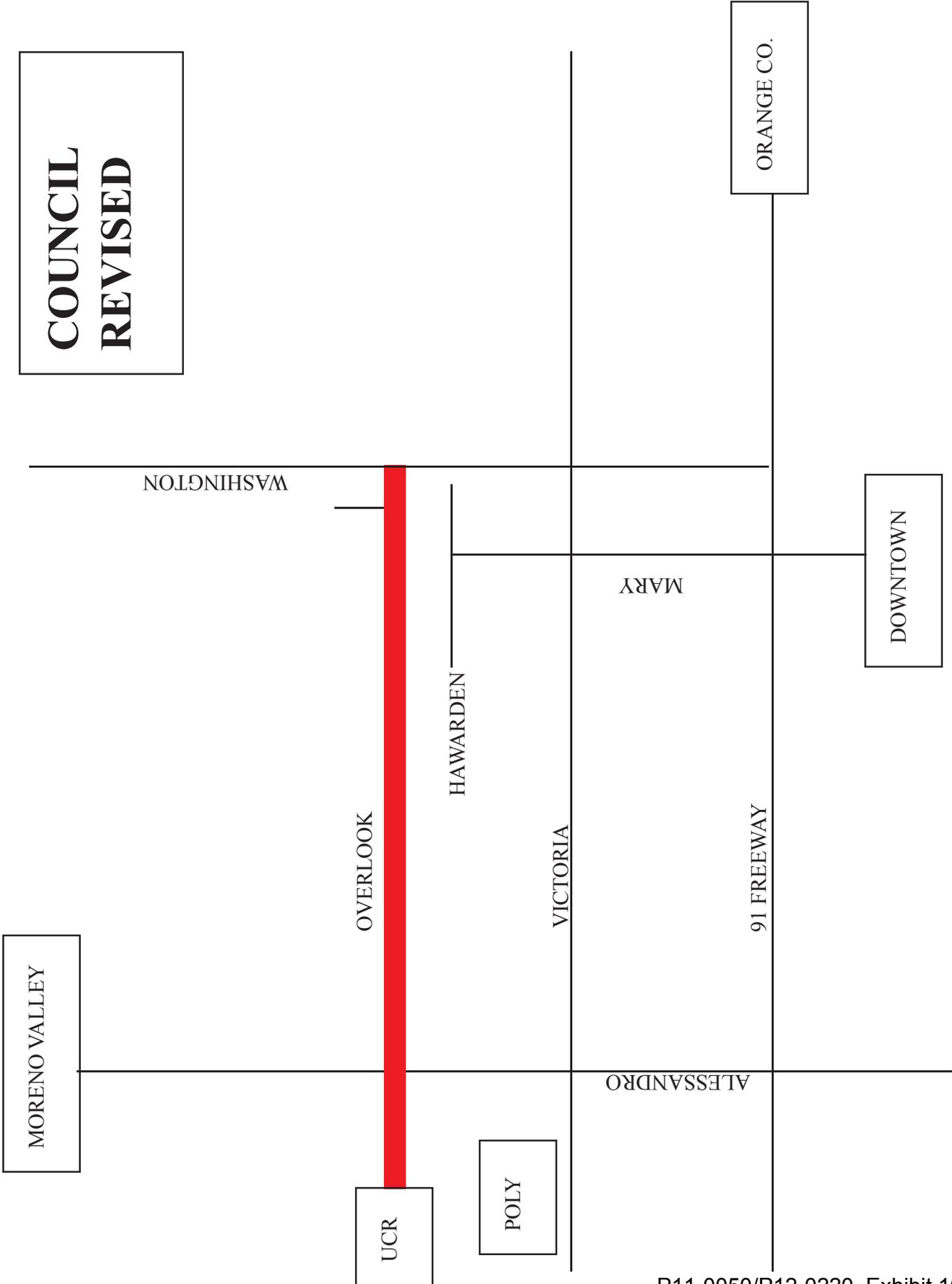
UCR

POLY



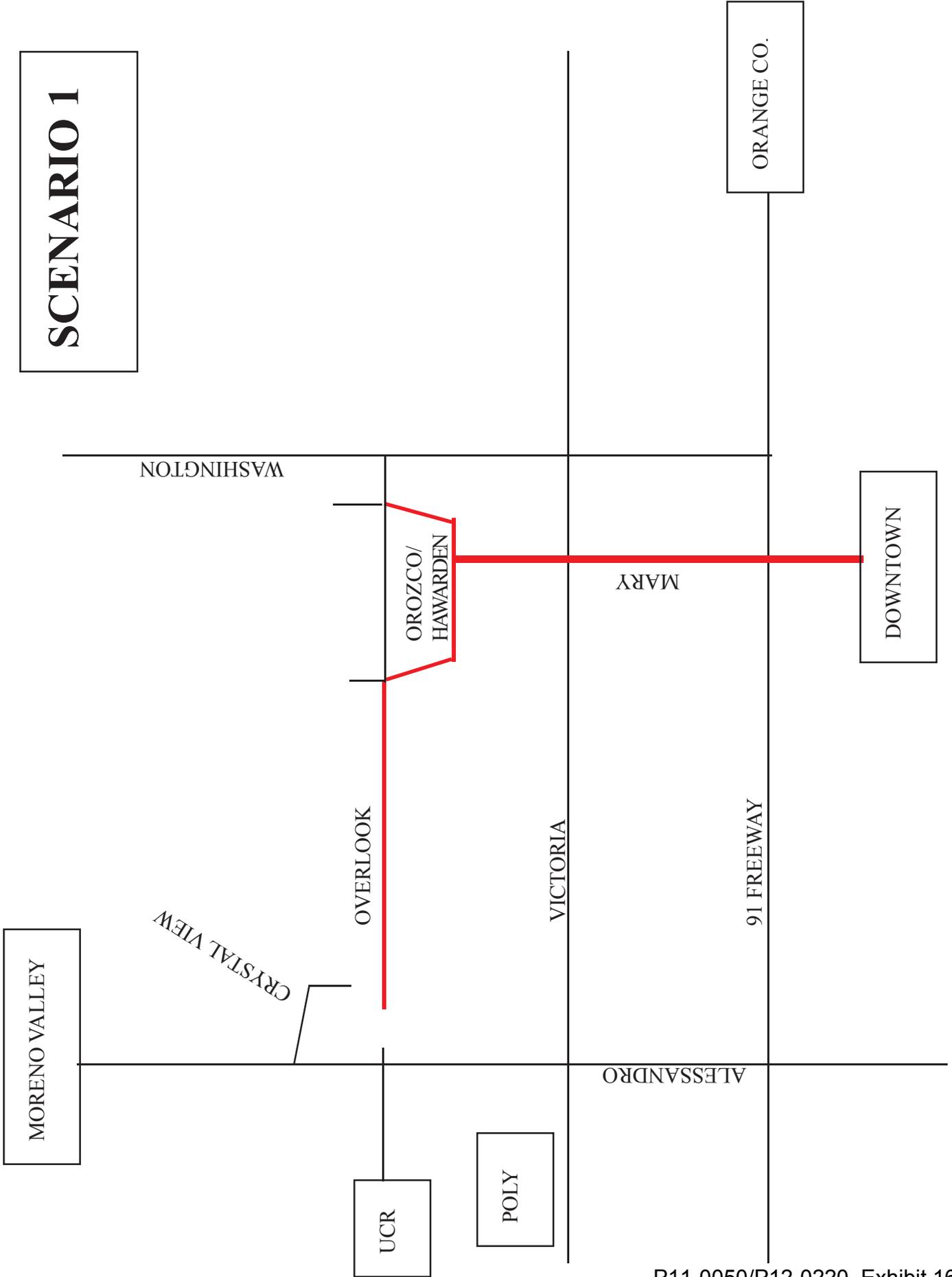
COUNCIL REVISED: In the mid-1970s, reacting to pressure from Greenbelt advocates and residents of Mary Street, the City Council deleted both of the above extensions from the General Plan. The Council directed the city staff to revise the circulation planning to make up for the elimination of these two extensions, but this never happened. Essentially, this made Overlook Parkway into an arterial “hanging in space” with nothing at its west end to handle the demands of traffic.

**COUNCIL  
REVISED**



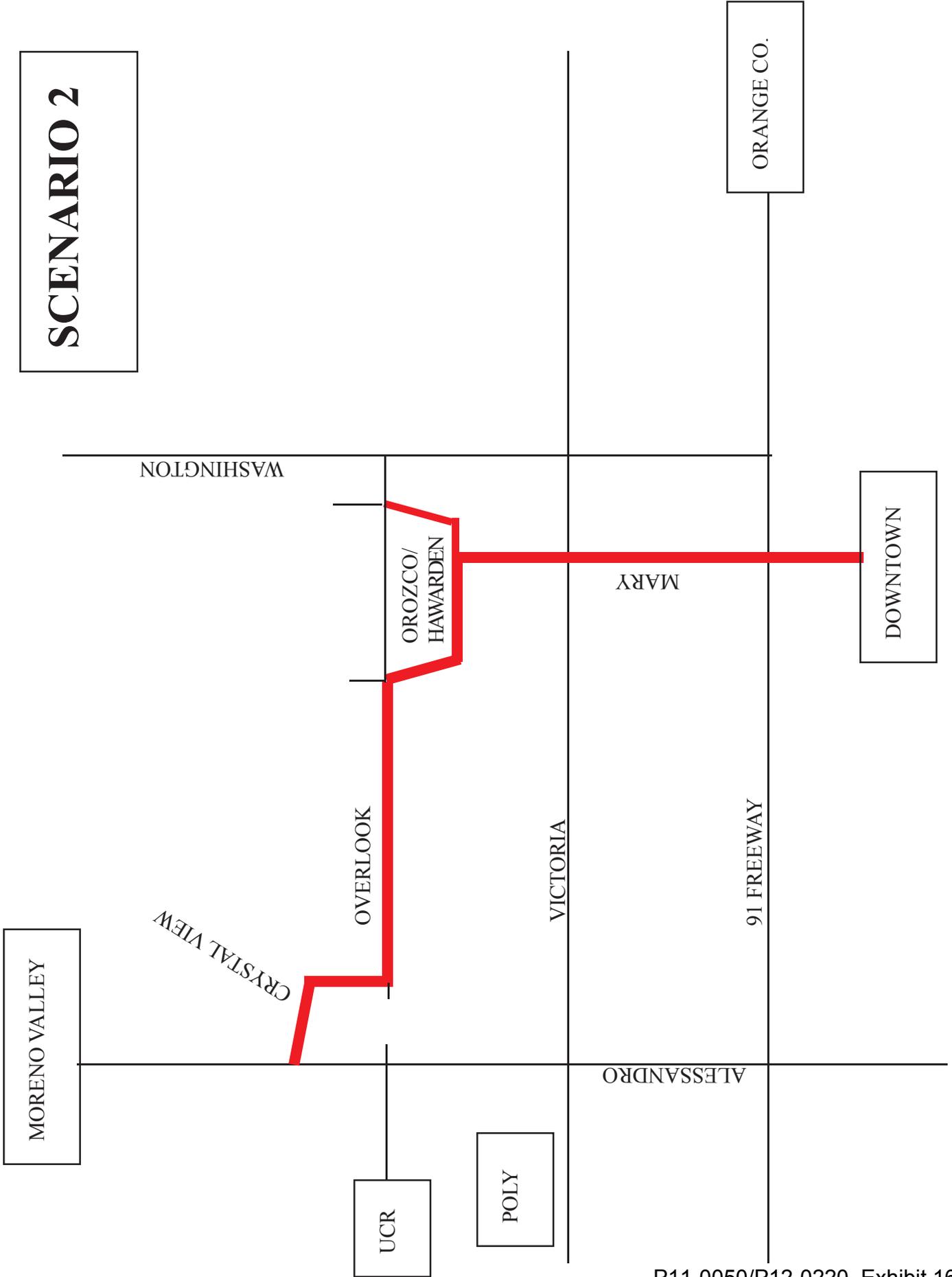
SCENARIO ONE: In Scenario One, the Crystal View gates are closed and Overlook Parkway remains disconnected from Alessandro Boulevard. This represents the situation before the Crystal View gates were opened. It also represents what essentially happened as Overlook Parkway was built in association with the housing tracts constructed along its planned route. Most important, in this regard, is the connection of Hawarden Drive with Overlook Parkway and the connection of Orozco Drive with Overlook Parkway. These connections created a cut-through path that essentially replicated the Mary Street extension. Drivers favored these streets over Washington Street (the arterial that should be absorbing this traffic) because they provided a more convenient and faster way to reach northerly and easterly destinations. In this regard, it is important to note that Mary Street extends beyond the Riverside Freeway, making it ideal for northbound traffic and it is a more direct route to easterly destinations, such as Poly High School. As soon as these connections were made, drivers figured out the convenience of cutting through these local neighborhood streets and these streets immediately became impacted with this traffic. This cut-through traffic has steadily increased as development has occurred along Overlook Parkway. The red lines on the following map reflect the relative traffic impacts on the Orozco/Gainsborough/Hawarden/Mary corridors from this situation.

# SCENARIO 1



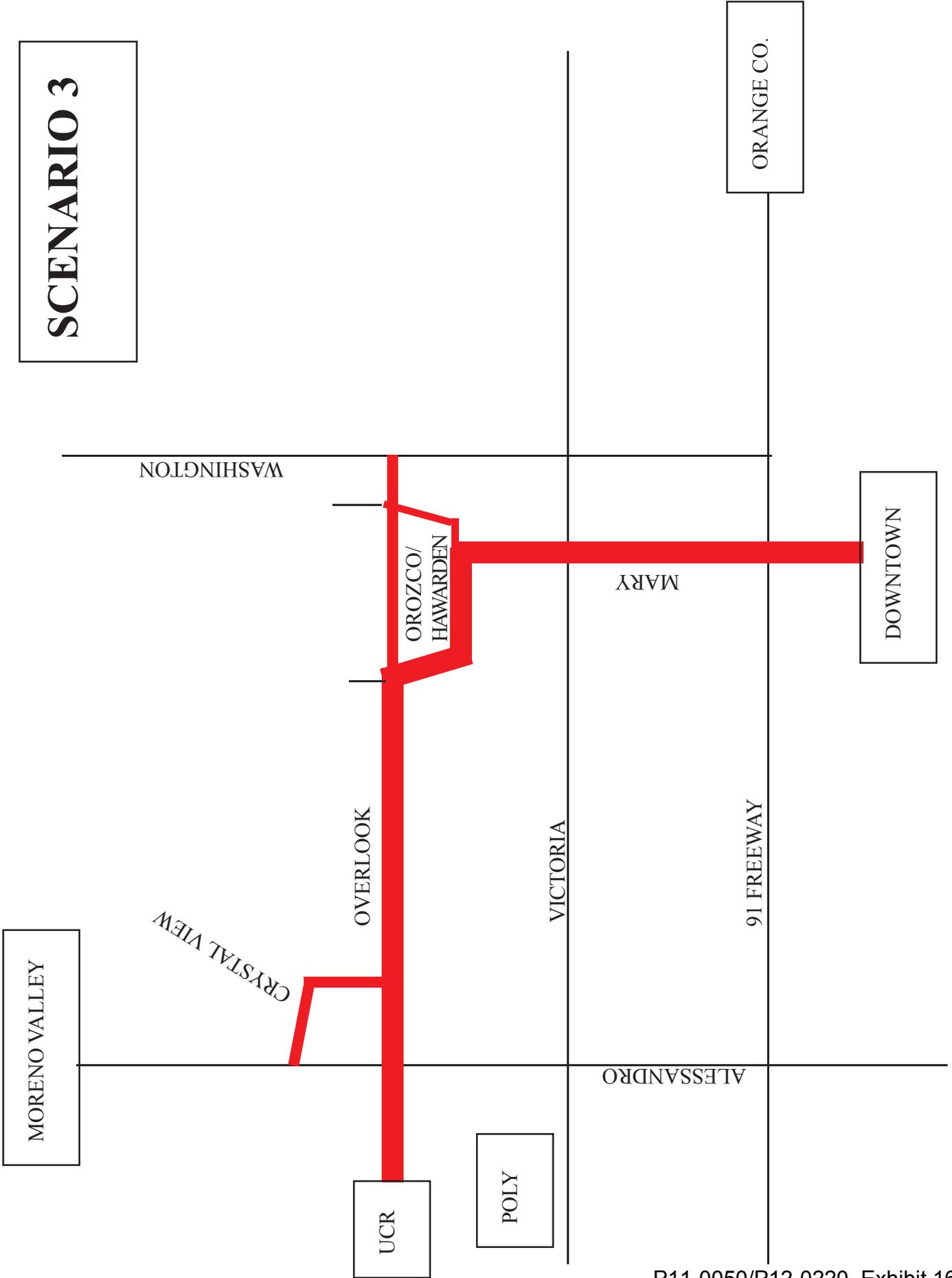
SCENARIO TWO: Scenario Two is what we have today as a result of the opening of the Crystal View gates. The open gates resulted in a near a tripling of traffic volumes on the easterly cut-through corridor, consisting of Orozco, Gainsborough, and (east) Hawarden Drives. This scenario, based on actual traffic counts, demonstrates the traffic impacts on these neighborhood streets when more drivers are able to use this route. The thickness of the red lines on the map represents the relative traffic impacts on the Orozco/Gainsborough/Hawarden/Mary corridors as a result of opening the Crystal View gates. It is important to note that the traffic volumes in this scenario, as well as those of Scenario One represent *actual traffic counts* under the two conditions.

# SCENARIO 2



SCENARIO THREE: This scenario includes the extension of Overlook Parkway to Alessandro Boulevard, with little done at the westerly end at Washington Street to accommodate the increased traffic that would result from this connection. Incredibly, the EIR projects less than 200 more cars a day on the easterly cut-through route after the connection to Alessandro is completed. This defies logic and is clearly an error. If the simple opening of the Crystal View gates nearly tripled the traffic on the easterly cut-through route, adding thousands more cars via the extension of Overlook Parkway to Alessandro Boulevard would surely add significantly more traffic to the Orozco/Gainsborough/Hawarden/Mary corridors. The thickness of the red lines represent the likely relative increase in traffic on these corridors.

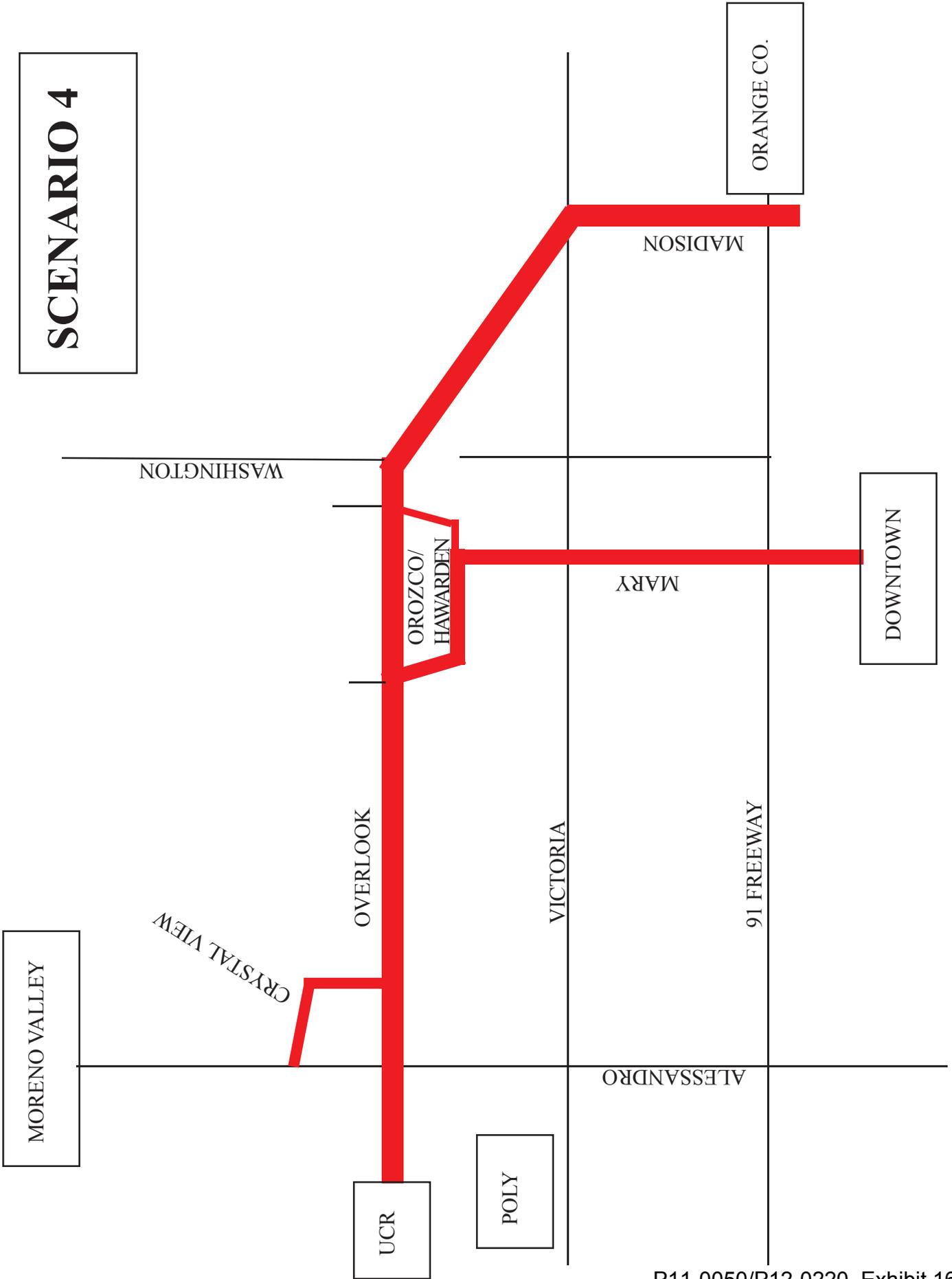
# SCENARIO 3



SCENARIO FOUR: This scenario is the same as Scenario Three, except a new road is added that extends from Washington Street to the 91 Freeway. For some unknown reason, this scenario also calls for the termination of Washington street north of the extension to the 91 Freeway. Under this scenario, traffic heading to westerly destinations would be accommodated via the extension to the 91 Freeway. However, traffic heading to northerly and easterly destinations would be further frustrated by the elimination of the possibility of using Washington Street to head north past the 91 Freeway connection. The results of this scenario would surely further impact the easterly Orozco/Gainsborough/Hawarden corridor by eliminating the Washington Street alternative route. Again, however, the EIR fails to recognize the likely traffic impacts of this scenario, predicting less than 200 more vehicles on the easterly cut-through corridor.

One burning question that deserves an answer is: Why would the EIR predict so little traffic on the Orozco/Gainsborough/Hawarden/Mary corridors? All one has to do is consider what actually happened when the Crystal View gates were opened to conclude that connecting Overlook Parkway to Alessandro Boulevard would have to have huge traffic impacts. The answer lies in the way traffic volume predictions are created. Future traffic volumes are predicted via a computer model. And as they say, "garbage in, garbage out." In my experience as a City Planner, no traffic model will give uniformly accurate predictions. You always have to look at the numbers and make adjustments to get the computer model to make more accurate predictions. This was obviously not done in the case of the Overlook EIR.

# SCENARIO 4



ROAD SEGMENT	FROM	TO	S-1 (GATES CLOSED)*	S-2 (GATES OPEN)**	INCREASE #	INCREASE %	TRAFFIC, S-3 OVER S-2***	TRAFFIC, S-4 OVER S-2****
Orocco	Overlook	Westminster	1171	2492	1321	213%	129	176
Gainsborough	Orocco	Westminster	773	2022	1249	262%	187	147
Gainsborough	Westminster	Hawarden	1382	2578	1196	187%	255	128
Hawarden	De Grazia	Gainsborough	1351	2439	1088	181%	199	75
Hawarden	Overlook	Skye	432	772	340	179%	-38	1113
Hawarden	Skye	Mary	1139	1422	283	125%	No figure given	1056
Hawarden	Mary	De Grazia	2416	3407	991	141%	147	23
Mary	Hawarden	Francis	3323	4702	1379	141%	71	1112
Numbers in columns D, E, F, H, and I constitute the number of vehicles per day counted on each identified street segment.								
*S-1 = Crystal View area gates are closed and Overlook remains as it is today.								
**S-2 = Crystal View area gates are opened and Overlook remains as it is today.								
***S-3 = Crystal View area gates are opened and Overlook is connected to Alessandro Blvd.								
****S-4 = Crystal View area gates are opened and Overlook is connected to both Alessandro Blvd. and the 91 Freeway.								
It is important to note that in S-4, Washington would be cul-de-sacced north of the extension of Overlook to the 91 Freeway.								



Architectural Consultants

Clinton Marr, FALA  
Architect

October 4, 2006

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

6816 Hawarden Dr.  
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SUBJECT: Proposed Study of Overlook Parkway Extension

Dear Councilman Betro:

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

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

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

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

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

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

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

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

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

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

Respectfully,

Clinton Marr  
6816 Hawarden Drive  
Riverside, CA 92506

CC: Planning and Public Works Departments

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

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

### EARLY TRAFFIC PLANNING

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

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

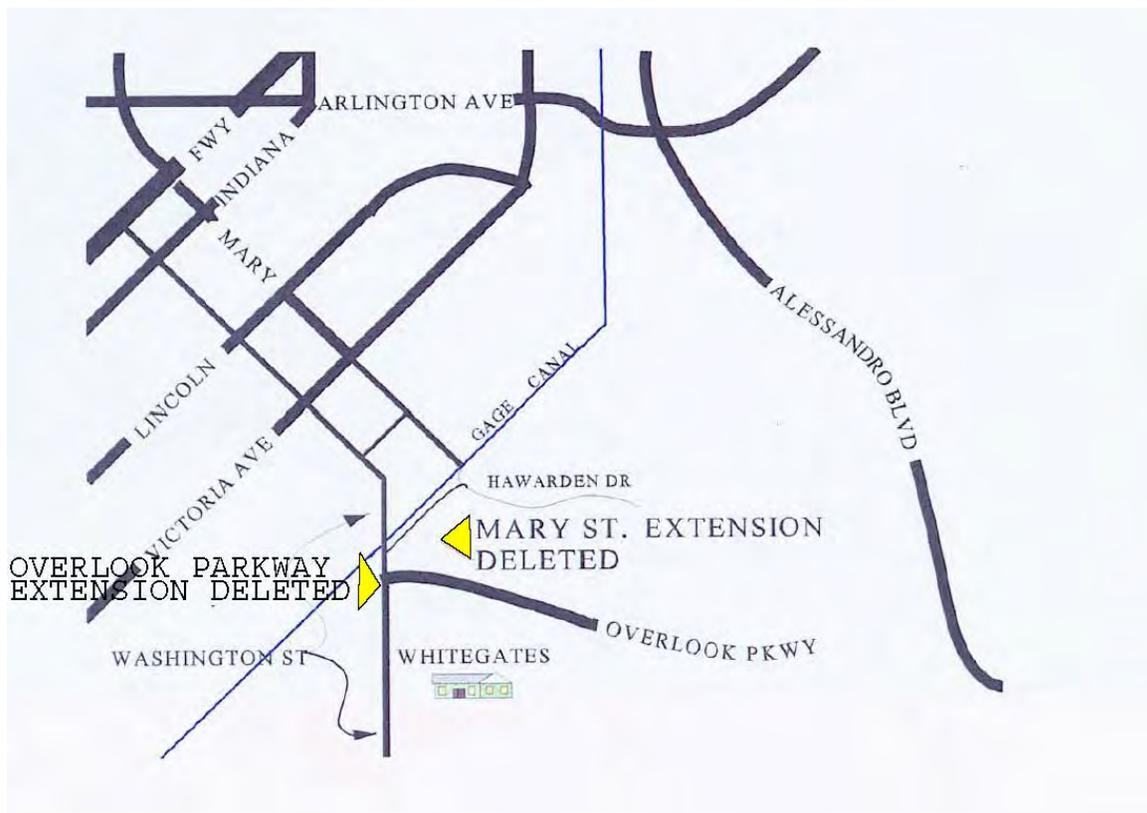
Overlook Parkway was planned to extend west past Washington Street to provide an arterial linkage to the Riverside Freeway at Madison Street.



## THE DELETION OF MARY STREET AND THE OVERLOOK EXTENSIONS

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

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



## THE EXTENSION OF OROZCO DRIVE

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

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



## THE EXTENSION OF WEST HAWARDEN DRIVE

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

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



## FUTURE TRAFFIC FLOWS

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

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

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



## WHY OUR STREETS ARE NOT SUITED TO THROUGH TRAFFIC

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

### MARY STREET

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



Afternoon commuter traffic on Mary Street.

## HAWARDEN WEST OF MARY

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

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

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



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

## HAWARDEN EAST OF MARY

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

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

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



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

## GAINSBOROUGH and OROZCO DRIVES

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

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

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



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

## PUBLIC SAFETY CONCERNS

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



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



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



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

CITY OF RIVERSIDE  
CITY COUNCIL MEMORANDUM

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HONORABLE MAYOR AND CITY COUNCIL

DATE: May 14, 1985

AGENDA ITEM: 31

SUBJECT: TRACT 9006-1 CIRCULATION

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

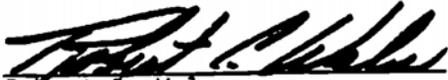
Staff has reviewed this request, and while we recognize the neighborhood's concerns, we do not believe these concerns will come to fruition. The neighborhood's concerns center around the possibility that traffic on Overlook Parkway will utilize their neighborhood as a shortcut through to Victoria Avenue.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

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

RECOMMENDATION

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

PREPARED BY:



Robert C. Wales  
Assistant City Manager -  
Development

Approved by,



Douglas G. Weiford  
City Manager

RCW/3654M/c

cc: City Attorney  
City Clerk  
Planning v

**From:** [Hayes, Steve](#)  
**To:** [Jenkins, Diane](#)  
**Subject:** FW: Notice of Ward 4 Community Meeting- Dec 13 @ 6: 00pm - Orange Terrace Com...  
**Date:** Thursday, December 13, 2012 7:36:45 AM

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

---

**From:** Paul Davis Ward 4 [mailto:pauldavisward4@aol.com]  
**Sent:** Wednesday, December 12, 2012 10:07 PM  
**To:** Gw6466@aol.com  
**Subject:** Re: Notice of Ward 4 Community Meeting- Dec 13 @ 6: 00pm - Orange Terrace Com...

Mr. & Mrs. Williams,

Thank you for your comments on the Draft EIR and the Holiday well wishes. I will include your comments in the Draft EIR. Let me know if you have any other concerns on this or any other issues.

Paul Davis  
Sent From My iPad

On Dec 12, 2012, at 6:22 AM, [Gw6466@aol.com](mailto:Gw6466@aol.com) wrote:

Greetings Councilman Davis:

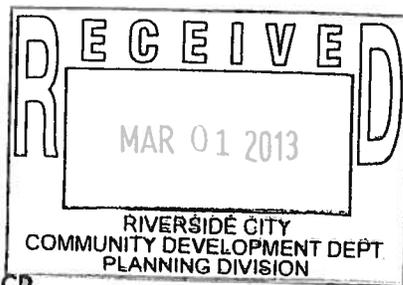
Merry Christmas & Happy New Year to you and your family...our position on the Overlook Parkway...

**OVERLOOK PARKWAY STAYS CLOSED TO THRU  
TRAFFIC. WE WOULDN'T WANT OVERLOOK PARKWAY  
TO WASHINGTON STREET TO BE ANOTHER ALLESANDRO  
BLVD/INDY SPEEDWAY ROUTE IF WE LIVED UP THERE  
AND WE DON'T WANT/NEED THE TRAFFIC ON  
WASHINGTON OR OUR SIDE STREETS.**

The wife and I can't make the meeting tonight up at the Center but you know our position. Thank You.

Gordon & Verna Williams  
2855 Jane Street  
Riverside CA 92506-4302  
951 686 3799

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



7468 Dufferin Avenue  
Riverside, CA 92504  
March 1, 2013

Diane Jenkins, AICP  
City of Riverside Planning Division  
3900 Main Street  
Riverside, CA 92522

Re: Draft Environmental Impact Report (SCH No. 2011021029) Crystal View Terrace/ Green Orchard Place/ Overlook Parkway Project (P11-0050) for the City of Riverside, CA December 4, 2012

Dear Ms. Jenkins:

I am an attorney, and my family and I farm the orange grove located at the corner of Victoria Avenue and Washington Street in the City of Riverside. I would like to submit the following comments on the above referenced draft environmental impact report (EIR).

1. The EIR states that "Active agricultural activities within the Western PIA include an orchard, row crops, and a nursery operation." (EIR, p. 3.1-15.) The EIR does not disclose the nature of the "orchard" in the discussion of impacts to agricultural resources. The EIR never directly states that the route of the proposed C Street passes through an orange grove, and the implementation of Scenario 4 will result in the destruction of orange trees. The EIR fails to disclose that many of the orange trees that will be destroyed are over 100 years old. Given the importance of the orange industry to Riverside, this is a substantial failure to evaluate and disclose the significant impacts of the project.

2. The EIR states: "The Proposed C Street would impact less than 12 acres within 3,350-acre Greenbelt. Thus, the total impact to important farmland within the Arlington Heights Greenbelt would be .35% which is less than one percent (see Table 3.1-2); therefore, direct impacts to agricultural resources would be less than significant due to the level of acres in the Project footprint relative to the total amount of important farmland and due to the fact that no Farmland of Statewide Importance would be affected." (EIR page 3.1-14.) Measuring impacts based on the proposed fractional/percentage analysis fails to disclose the actual impact of the project to the decision-makers. Under this approach, the groves could be incrementally eliminated, and the impact would never qualify as significant. Many orange groves in the City have been pushed out and not replanted over the years. Under this approach, the loss of each of the groves could be analyzed as a fraction in isolation, and none of the past losses would be deemed a significant impact.

The fractional/percentage analysis is based on the total acres of "important" farmland in the Greenbelt. The relevance of this total figure is not apparent or explained. For example, the EIR does not disclose how many acres of actively farmed orange groves are in private ownership. A fundamental policy of the City, expressed in Proposition R and Measure C, is to preserve the remaining citrus groves and to retain, where feasible, agricultural lands in private ownership.

The EIR does not disclose any authority for the fractional/percentage analysis, and does not disclose what threshold percentage would trigger a finding of significant impact. Without such disclosures it must be assumed that there is no threshold percentage and the approach is arbitrary.

3. The EIR does not disclose the adverse impacts to our farming operation from isolating the southernmost portion of the citrus orchard we farm. The EIR does not disclose the difficulties we will face transporting our farm equipment such as tractors from one part of the grove across C Street to the other part of the grove. The EIR does not disclose or attempt to evaluate the difficulties in loading and unloading trucks on C Street necessary with operations on the isolated southernmost portion of the grove.

4. The EIR does not disclose its evaluation of the adverse impacts to the orchard described in the letter from Tom H. Wilson to Diane Jenkins dated December 1, 2011, including, among other things, nature of the grove and its fruit, and the effects of smog and the threat of disease.

5. The EIR states: "City of Riverside staff identified 28 intersections and 39 roadway link locations within project vicinity for analysis. These locations were **determined by the City** to be those most likely to be affected by changes due to the proposed project . . ." (EIR Appendix J - Traffic Impact Analysis, p. 5, emphasis added.) The EIR does not disclose what criteria the City used in identifying intersections and roadway link locations for analysis. Many intersections on Madison Street in Casa Blanca between Lincoln Street and Indiana Avenue were not included. These intersections have considerable foot traffic from local residents. A woman was recently run over and killed at one of these intersections. The EIR fails to disclose why the City considers potential impacts to these intersections to be not significant. Foot traffic is prevalent in the Casa Blanca neighborhoods due in part to the fact that it is not one of the affluent areas of the City.

6. The EIR does not adequately disclose impacts to intersections on Washington Street south of those analyzed in the EIR. The Proposed C Street is intended to facilitate access back and forth from the 91 Freeway to Washington Street. This will increase traffic flows on Washington, which are already heavy all the way to Van Buren and points due south. This will make it more difficult for people to turn onto Washington Street from driveways and side streets.

7. The EIR at page 3.9-34 concludes that Scenario 4 would not divide a community. Scenario 4 would route traffic down Madison. The EIR does not disclose the reasons this would not divide the Casa Blanca community, either in the short term, or the long term. The EIR does not disclose that policies of environmental justice are impacted by the division of this community.

8. Scenarios 2, 3, and 4 include proposed amendments to the City's General Plan. The EIR does not adequately disclose the content of these amendments. The EIR does not disclose, with any clarity, the specific language proposed to be deleted, or the specific language proposed to be added.

9. The Amended Notice of Preparation of Draft Environmental Impact Report [etc.] dated November 2, 2011, does not adequately disclose the amendments to the City's General Plan being proposed under the different Scenarios. For example, among other things, the Amended Notice does not disclose that the specific plan requirement set forth in Policy CCM-4.2 of the General Plan is to be eliminated under Scenario 4.

10. The EIR concludes that "Scenario 2, which is fully analyzed, meets the requirements of the No Project Alternative (Existing Condition), as required pursuant to CEQA Guidelines Section 15126.6(e)." (EIR, page 8-17.) Scenario 2 includes an amendment to the City's General Plan. An amendment to a general plan cannot lawfully be considered a "no project" alternative.

11. The EIR states that "The structure of this DEIR is unique in that the City has not selected a preferred project." (EIR p. 8-1.) This "unique" structure has no support in law.

12. The EIR does not adequately address as alternatives other plausible amendments to the General Plan, such as removing the Overlook Parkway connection from the General Plan.

13. The EIR does not adequately address and disclose the reasons the City rejected alternatives to C Street.

14. The EIR fails to disclose the impacts related to noise. The EIR concludes that walls will shield homes along Overlook Parkway from noise. The EIR does not adequately disclose the limited protective effect of these low walls, or why the effect of noise on other streets that have no walls will be less than significant.

15. Proposed C Street violates the requirement in Measure C that the City "minimize the extension of City services and urban infrastructure into agricultural land areas, except for agricultural purposes."

16. The EIR erroneously concludes that the Proposed C Street does not conflict with Proposition R and Measure C, as explained in the enclosed letter dated March 1, 2013 from Andrew C. Wilson to the City Council. I submit the enclosed copy of that letter as part of these comments and incorporate it as though set forth in full.

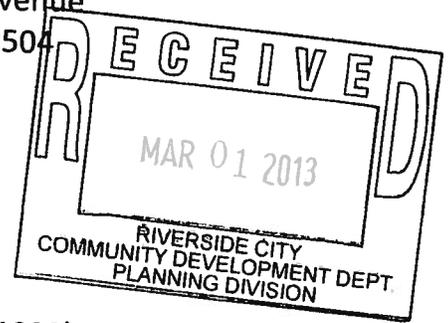
Very truly yours,



Andrew C. Wilson

Enclosure

7468 Dufferin Avenue  
Riverside, CA 92504  
March 1, 2013



City Council  
City of Riverside  
3900 Main Street  
Riverside, CA 92522

Re: Draft Environmental Impact Report (SCH No. 2011021029) Crystal View Terrace/ Green Orchard Place/ Overlook Parkway Project (P11-0050) for the City of Riverside, CA December 4, 2012

Dear Councilmembers:

I am an attorney and I work in a family business growing oranges. My family and I farm the orange grove located at the intersection of Washington Street and Victoria Avenue in the City of Riverside. This grove is one of the original orange groves in Riverside and many of the trees were planted over 100 years ago.

The City of Riverside has prepared plans to build a road through the grove. This new road is referred to as "C" Street, and the City's plans for this road are described in the above referenced environmental impact report (EIR).

The orange grove and the proposed C Street lie within the area of the City known as the Greenbelt that is protected by Proposition R and Measure C.

Unlike typical zoning restrictions, Proposition R and Measure C are binding on the City in the construction of City projects. The proposed C Street conflicts with Proposition R and Measure C. In order to build C Street, the City needs voter approval amending Proposition R and Measure C.

The authors of the EIR have erroneously concluded that C Street is permissible under Proposition R and Measure C, and have concluded that voter approval for the road is not required.

The City's staff is recommending that the EIR be certified (approved) by a vote of the Planning Commission and City Council. A vote to certify the EIR would violate Proposition R and Measure C.

I am writing this letter to request that the EIR be withdrawn. The EIR is flawed and should be withdrawn because (1) Proposition R and Measure C are binding on the City in the construction of city projects, (2) the proposed C Street violates Proposition R and Measure C, and (3) voter approval is required for proposed C Street.

1. The Restrictions of Proposition R and Measure C Are Binding on the City in the Construction of City Projects.

When passing Proposition R, the people of Riverside expressly stated that the measure was necessitated by the City's history of poor decisions with regard to development and growth, and that the City's plans and policies had caused conditions harmful to the public health, safety and general welfare. Proposition R states:

"Section 1. The people of the City of Riverside find that the City's present general plan and growth policies permit disorderly development and have caused **conditions harmful to the public health, safety and general welfare**. The City's plans and policies reduce the availability of public funds to maintain essential public services for present and future City residents. Tax dollars are being diverted to extend costly new services to outlying subdivisions. Overcrowding of schools, reduced police and fire protection, flood hazards, insufficient sewage treatment capacity, heavy traffic, air pollution, energy waste, deterioration of older neighborhoods, and increased utility and service fees are the result.

"**These plans and policies also destroy the city's remaining citrus groves, agricultural land, natural resources, and historic Victoria Avenue.** Our hills, ridgelines, arroyos, and watersheds are being bulldozed. All these are priceless and irreplaceable civic amenities which enhance the quality of life and which we wish to preserve for ourselves and future generations.

"Section 2. The people hereby declare that **the foregoing conditions can be avoided or alleviated by the adoption and implementation of this Ordinance.**" (emphasis added).

By its express terms Proposition R is binding on the City and is intended to restrain the City's "plans and policies." This includes the City's plans to construct the proposed C Street in the Greenbelt.

The EIR admits that the City must comply with Proposition R and Measure C. The City's General Plan provides that the City must "enforce and adhere to the protections for agricultural areas set forth in Proposition R and Measure C." (EIR page 3.1-4.)

The EIR states:

“The City is committed to complying with Proposition R and Measure C, as provided for in the General Plan 2025 Land Use Policy LU-6.1. It is the City's objective to enforce and adhere to the protections for agricultural areas (see General Plan 2025 Objective LU-6). The City will not, and legally cannot without a vote of the residents of the City, amend or repeal Proposition R and Measure C (City of Riverside 2007a).” (EIR page 3.9-13.)

According to the EIR, impacts to agricultural resources would be significant if the proposed project would “[c]onflict with existing zoning for agricultural use. . .” (EIR page 3.1-8.) The EIR erroneously concludes that the proposed C Street, also known as “Scenario 4,” does not conflict with Proposition R and Measure C:

“The Proposed C Street is intended to facilitate the movement of traffic from the residential areas in the center of the City to the western portion of the City and SR-91, northwest of the Project vicinity. The implementation of Scenario 4 would not directly result in the rezoning of any land within the Project vicinity, and land within the Greenbelt would retain its RA-5 zoning, consistent with the agricultural preservation provisions established by Proposition R and Measure C. Implementation of Scenario 4 would not indirectly result in the rezoning of any land within the Project vicinity. Rezoning within the Greenbelt could only occur upon the repeal of Proposition R and Measure C, which requires a citywide referendum. . . . **Therefore, Scenario 4 would not result in a conflict with existing zoning for agricultural use . . .**” (EIR, p. 3.1-18, emphasis added.)

For purposes of clarity, it should be noted that, unlike the zoning restrictions imposed by Proposition R and Measure C, the zoning restrictions found in Title 19 of the City Municipal Code do not apply to City projects. (Municipal Code §19.040.110.) The EIR accordingly concludes that Title 19 zoning regulations do not apply to the project because the project includes only city infrastructure improvements. (EIR p. 3.9-13.)

## 2. The Proposed C Street Violates Proposition R and Measure C.

Proposition R applies the Residential Agricultural (RA) Zone, as set forth in the Riverside Municipal Code on May 15, 1979, to all property lying in the Greenbelt area.

The permitted uses enumerated in the RA Zone as of May 15, 1979, do not include roads. Since roads are not an enumerated use, roads are not permitted, except as an incidental or accessory use to a permitted use.

The proposed C Street traverses several parcels of land in the Greenbelt. Many of the affected parcels are being actively farmed, such as the orange grove we farm. Other parcels are lying fallow. The road is not permitted because it is not being built for the purpose of uses incidental or accessory to permitted uses being conducted on the affected parcels.

The proposed C Street is planned to route large volumes of traffic through the City, as an implementation of the General Plan 2025 Master Plan of Roadways, which calls for a connection between Washington Street and the 91 Freeway via an extension of Overlook Parkway. It will provide a connection from higher density residential zones, to commercial zones (the Home Depot), to the 91 Freeway and beyond. The EIR anticipates average daily traffic volume on C Street to be 17,974 trips in the near term and 31,999 trips in 2035. (EIR Table 3.11-14 and Table 3.11-28.) The amount of traffic and trips is expected to be enormous, and these trips, which will be generated almost exclusively by activities in non-agricultural zones outside the Greenbelt, so define the character of the road as to render it an impermissible use of land under the RA Zone. See *City & Co. of San Francisco v. Safeway Stores* (1957) 150 Cal. App. 2d 327 [310 P.2d 68, 63 A.L.R.2d 1441] (*Safeway*) and *Teachers Ins. & Annuity Assn v. Furlotti* (1999) 70 Cal. App. 4th 1487 [83 Cal.Rptr.2d 455] (*Teachers*) and cases cited therein.

In *Safeway* a traffic easement allowed public ingress and egress across land zoned residential. Large amounts of traffic and trips across the easement were generated by a Safeway supermarket in a neighboring commercial zone. The Court held: “[T]he use of property zoned for residence for the vast amount of public ingress and egress necessarily connected with a store of the Safeway type, is a violation of a residential zoning ordinance.” (*Safeway*, 150 Cal. App. 2d at 332.)

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The magnitude of anticipated usage of C Street will interfere with the agricultural character of the affected parcels and destroy the aesthetic value of the parcels sought to be preserved by the RA Zone.

The court in *Teachers* cites numerous cases from other jurisdictions that support the conclusion that the proposed C Street is a violation of the RA Zone. See also *Williams v. Bloomington* (1969) 108 Ill. App. 2d 307 [247 N.E.2d 446]; *Building Inspector of Dennis v. Harney* (1974) 2 Mass App 584 [317 N.E.2d 81]; *Atria, Inc. v. Board of Adjustment* (1970) 438 Pa. 317 [264 A.2d 609] (passage of 75 to 100 vehicles per day altered character of residential district and violated residential zoning).

It is recognized that city zoning ordinances may not be binding on a city in the construction of city projects such as streets. As noted above, a special case is presented by Proposition R and Measure C, which are binding on the City in the construction of City projects. The proposed C Street violates Proposition R and Measure C, regardless of whether construction of the road is being proposed by the City or by a group of private developers or landowners.

### 3. Voter Approval Is Required For The Proposed C Street.

In order to build C Street, the City needs voter approval of an amendment to Proposition R and Measure C that allows the road. Environmental impact reports must list the approvals required to implement the project. The EIR fails to disclose that voter approval is required for the proposed C Street.

A vote by the Council to certify the EIR is an attack on Proposition R and Measure C that marginalizes the authority of the voters to protect the Greenbelt. We request that the EIR be withdrawn.

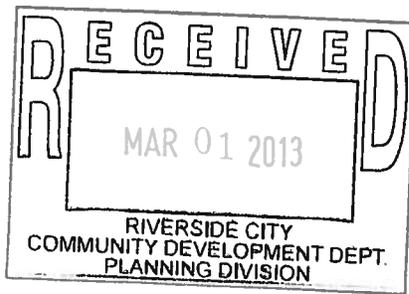
Thank you for allowing me to express our concerns about the upcoming vote to certify the EIR.

Very truly yours,



Andrew C. Wilson

cc:  
Planning Commission  
Greg Priamos  
Diane Jenkins



7468 Dufferin Avenue  
Riverside, CA 92504  
March 1, 2013

City Council  
City of Riverside  
3900 Main Street  
Riverside, CA 92522

Re: Draft Environmental Impact Report (SCH No. 2011021029) Crystal View Terrace/ Green Orchard Place/ Overlook Parkway Project (P11-0050) for the City of Riverside, CA December 4, 2012

Dear Councilmembers:

I am an attorney and I work in a family business growing oranges. My family and I farm the orange grove located at the intersection of Washington Street and Victoria Avenue in the City of Riverside. This grove is one of the original orange groves in Riverside and many of the trees were planted over 100 years ago.

The City of Riverside has prepared plans to build a road through the grove. This new road is referred to as "C" Street, and the City's plans for this road are described in the above referenced environmental impact report (EIR).

The orange grove and the proposed C Street lie within the area of the City known as the Greenbelt that is protected by Proposition R and Measure C.

Unlike typical zoning restrictions, Proposition R and Measure C are binding on the City in the construction of City projects. The proposed C Street conflicts with Proposition R and Measure C. In order to build C Street, the City needs voter approval amending Proposition R and Measure C.

The authors of the EIR have erroneously concluded that C Street is permissible under Proposition R and Measure C, and have concluded that voter approval for the road is not required.

The City's staff is recommending that the EIR be certified (approved) by a vote of the Planning Commission and City Council. A vote to certify the EIR would violate Proposition R and Measure C.

I am writing this letter to request that the EIR be withdrawn. The EIR is flawed and should be withdrawn because (1) Proposition R and Measure C are binding on the City in the construction of city projects, (2) the proposed C Street violates Proposition R and Measure C, and (3) voter approval is required for proposed C Street.

1. The Restrictions of Proposition R and Measure C Are Binding on the City in the Construction of City Projects.

When passing Proposition R, the people of Riverside expressly stated that the measure was necessitated by the City's history of poor decisions with regard to development and growth, and that the City's plans and policies had caused conditions harmful to the public health, safety and general welfare. Proposition R states:

"Section 1. The people of the City of Riverside find that the City's present general plan and growth policies permit disorderly development and have caused **conditions harmful to the public health, safety and general welfare.** The City's plans and policies reduce the availability of public funds to maintain essential public services for present and future City residents. Tax dollars are being diverted to extend costly new services to outlying subdivisions. Overcrowding of schools, reduced police and fire protection, flood hazards, insufficient sewage treatment capacity, heavy traffic, air pollution, energy waste, deterioration of older neighborhoods, and increased utility and service fees are the result.

**"These plans and policies also destroy the city's remaining citrus groves, agricultural land, natural resources, and historic Victoria Avenue.** Our hills, ridgelines, arroyos, and watersheds are being bulldozed. All these are priceless and irreplaceable civic amenities which enhance the quality of life and which we wish to preserve for ourselves and future generations.

"Section 2. The people hereby declare that **the foregoing conditions can be avoided or alleviated by the adoption and implementation of this Ordinance.**" (emphasis added).

By its express terms Proposition R is binding on the City and is intended to restrain the City's "plans and policies." This includes the City's plans to construct the proposed C Street in the Greenbelt.

The EIR admits that the City must comply with Proposition R and Measure C. The City's General Plan provides that the City must "enforce and adhere to the protections for agricultural areas set forth in Proposition R and Measure C." (EIR page 3.1-4.)

The EIR states:

“The City is committed to complying with Proposition R and Measure C, as provided for in the General Plan 2025 Land Use Policy LU-6.1. It is the City's objective to enforce and adhere to the protections for agricultural areas (see General Plan 2025 Objective LU-6). The City will not, and legally cannot without a vote of the residents of the City, amend or repeal Proposition R and Measure C (City of Riverside 2007a).” (EIR page 3.9-13.)

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Very truly yours,



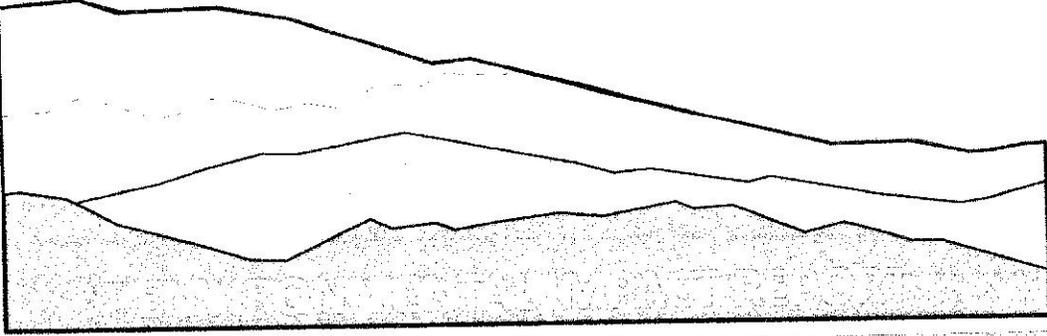
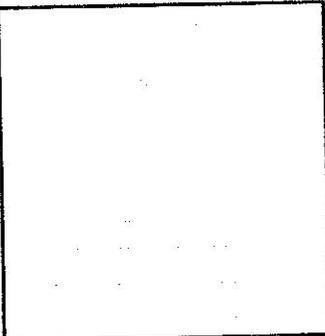
Andrew C. Wilson

cc:

Planning Commission

Greg Priamos

Diane Jenkins



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:**

The report says that "C" street

will have no significant adverse impact on agriculture. I do not ~~know~~ see how the city can reach this conclusion because the road goes through an original orange grove of Riverside.

Use back of sheet if additional space is necessary.

Name (please print): Andy Wilson Signature: Andy Wilson

Mailing Address: 7468 Duffern Ave Riverside, CA 92503

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

## Jenkins, Diane

---

**From:** Jerry Wiseman <jermann41@sbcglobal.net>  
**Sent:** Tuesday, February 26, 2013 3:57 PM  
**To:** Jenkins, Diane  
**Subject:** Overlook Parkway EIR

Diane Jenkins  
City of Riverside

Would like to put my two cents in on EIR report for Overlook Parkway project. I don't understand why a several million dollar bridge is necessary across the arroyo when just a mile up stream they just installed concrete culverts. As to which scenario I would favor, I would like to see #3, with the completion of Overlook Parkway. I realize there is a lot of opposition to that scenario. Just completing scenario #2 would be very much appreciated. I have lived on Bradley St. since 1975, and to finally have an alternate route other than Washington St. out of my neighborhood is a blessing.  
Thank You for your time.

Cordially,

Jerry Wiseman  
930 Bradley St.  
Riverside, CA 92506

## Jenkins, Diane

---

**From:** Davis, Paul  
**Sent:** Sunday, January 06, 2013 6:52 PM  
**To:** Jenkins, Diane  
**Subject:** FW: Overlook Parkway Debate

FYI

Paul Davis  
Council Member - Ward 4  
City of Riverside

---

**From:** Debbie Wolgemuth [riversideyouththeatre@msn.com]  
**Sent:** Sunday, January 06, 2013 1:10 PM  
**To:** Davis, Paul  
**Subject:** Overlook Parkway Debate

Councilman Paul Davis,

Here is my opinion on the Overlook Parkway debate.

As a resident of Hawarden Hills, I find the divide extremely frustrating, a waste of my time and gasoline, and creates excess air pollution.

I often have to drive students home from youth theatre events. More than once, one lived on the Washington Street side of Hawarden Hills and the other off Alessandro in the Canyon Crest area. What could have been a simple 5 minute drive from one home to the other, escalated into a 20 minute drive dropping one student off at home near Washington Street, then deciding whether to drive around Victoria Avenue or Mission Grove to get back to Canyon Crest.

If Riverside is really interested in being a green city, then opening Overlook Parkway will save residents time, extra gasoline dollars and lessen smog emissions to the area.

Keeping Overlook Parkway closed comes across to residents as snobbish and catering to the wealthy residents of upper Hawarden Hills. It's time to stop continuing this class envy in Riverside and opening the street for the overall good of ALL Riverside residents.

Thank you for listening,

***Debbie Wolgemuth, Artistic Director***

Riverside Youth Theatre

5880 Bud Court, Riverside, CA 92506

*Creating quality, family-friendly theatre in the Inland Empire since 2000 for youth from 6-21 years.*

Website: [www.RiversideYouthTheatre.org](http://www.RiversideYouthTheatre.org)

E-Mail: [RiversideYouthTheatre@msn.com](mailto:RiversideYouthTheatre@msn.com)

Twitter: @RYTProducer

Telephone: 951.756.4240

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

## Jenkins, Diane

---

**From:** Davis, Paul  
**Sent:** Tuesday, January 08, 2013 2:18 PM  
**To:** Jenkins, Diane  
**Subject:** FW: Overlook Parkway Debate

FYI

Paul Davis  
Council Member – Ward 4  
City of Riverside

---

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**Sent:** Sunday, January 06, 2013 1:10 PM  
**To:** Davis, Paul  
**Subject:** Overlook Parkway Debate

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Telephone: 951.756.4240

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

Written comment  
for public record.

**CITY OF RIVERSIDE  
SPEAKER CARD**

Mislead the public  
that Overlook would  
remain closed.

WELCOME TO THE RIVERSIDE TRANSPORTATION BOARD MEETING

IF YOU WISH TO ADDRESS THE TRANSPORTATION BOARD, PLEASE COMPLETE AND SUBMIT THIS CARD TO THE SECRETARY OF THE BOARD. SPEAKERS ARE ENCOURAGED TO SUBMIT THEIR CARDS TO THE SECRETARY BEFORE THE SCHEDULED MEETING TIME. SPEAKER CARDS WILL BE ACCEPTED UNTIL THE AGENDA ITEM IS CALLED.

ITEM NO.: 1 <sup>4 of 3</sup>

NAME: Karen Doris Wright <sup>DO NOT OPEN OVERLOOK PARKWAY</sup> DATE: 1-9-2013

CITY/NEIGHBORHOOD: Ward 3 PHONE # (Optional): \_\_\_\_\_

ADDRESS (Optional): The maps of 4 options DO NOT state what happens to overlook on  
Address City/State/Zip

SUBJECT: options 1 and 2. option 3 + 4 says overlook will be opened. BUT on option 1 + 2

SUPPORT  OPPOSE  NEUTRAL

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

The public are reminded that they must preserve order and decorum throughout the Meeting. In that regard, Members of the Transportation Board and the public are advised that any delay or disruption in the proceedings or a refusal to obey the orders of the Transportation Board or the presiding officer constitutes a violation of these rules.

on the map posted in the back of the room, instead of saying that Overlook would be OPENED someday, in the future the issue is not addressed I BELIEVE to intentionally

Karen Davis Wright  
Written Comments  
for the public Record

CITY OF RIVERSIDE  
SPEAKER CARD

see attached

WELCOME TO THE RIVERSIDE TRANSPORTATION BOARD MEETING

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ITEM NO.: 1 ~~3~~ 3 of 4

NAME: Karen Davis Wright

DATE: 1-9-2013

CITY/NEIGHBORHOOD: Ward 3

PHONE # (Optional):

ADDRESS (Optional): The options hide the fact that all 4 options include opening at overlook park way at some point. <sup>Address</sup> ~~point~~ <sup>City/State/Zip</sup> The maps shown do not

SUBJECT: state what happens to overlook. The 2nd or 3rd speaker

SUPPORT       OPPOSE       NEUTRAL

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

*mark, apparently under the misimpression that Seneca Z*  
The public are reminded that they must preserve order and decorum throughout the Meeting. In that regard, Members of the Transportation Board and the public are advised that any delay or disruption in the proceedings or a refusal to obey the orders of the Transportation Board or the presiding officer constitutes a violation of these rules. *would keep overlook closed supported that option thinking it kept overlooked closed*

Karen Davis  
written comments  
for the record

# CITY OF RIVERSIDE SPEAKER CARD

Note I have written  
comments for the  
records on 3 speaker cards  
have

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ITEM NO.: 1 ~~3~~ of ~~7~~ 7 P1 Do Not Certify EIR, Do Not Vote  
NAME: Karen Davis Wright on any services

DATE: 1-9-2013

CITY/NEIGHBORHOOD: Ward 3 PHONE # (Optional): 951 204 3252

ADDRESS (Optional): The analysis regarding cutthrough traffic of only 1,000 cars  
extra traffic of 1000 per 3, 3 and slightly more than 1000  
a day cutting thru via taking the New  
Address City/State/Zip

SUBJECT: for phone 3, 4 is ludicrous. There will be thousands if not tens  
of thousands of extra cars including traffic from  
coming  
 SUPPORT  OPPOSE  NEUTRAL

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

The west on on the 91 freeway such as coming from Orange  
The public are reminded that they must preserve order and decorum throughout the Meeting. In that regard,  
Members of the Transportation Board and the public are advised that any delay or disruption in the  
proceedings or a refusal to obey the orders of the Transportation Board or the presiding officer constitutes a  
violation of these rules. Country and Corona coming west on the  
91 freeway, exiting on 91 at Madison, via the new connection  
thru rural area connecting to overlook and to alexandria  
toward 215 freeway which connects to the 60, 50 in fact cutthru  
traffic will be headed toward Moreno Valley, UCR, 215 freeway Palm Springs

and beyond

Written comments  
for the public record

**CITY OF RIVERSIDE  
SPEAKER CARD**

Process intentional  
obscures hides  
misleads.

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ITEM NO.: 1 5 of 7

NAME: Karen Davis Wright

DATE: 1-9-2013

CITY/NEIGHBORHOOD: Ward 3

PHONE # (Optional): \_\_\_\_\_

ADDRESS (Optional): This process has intentional obscured  
Address

and mislead and hid  
City/State/Zip

SUBJECT: of the from the public at an earlier

SUPPORT       OPPOSE       NEUTRAL

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

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CITY OF RIVERSIDE  
SPEAKER CARD

*intentionally  
hiding that this  
project  
would provide 3rd access from UCR  
to 91  
freeway*

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ITEM NO.: 1 card to call

NAME: Karen Davis Wright

DATE: 1-9-2013

CITY/NEIGHBORHOOD: Ward 3

PHONE # (Optional): \_\_\_\_\_

ADDRESS (Optional): ~~123~~ Overlook Parkway and Canyon Crest are  
Address ONE effort City/State/Zip to make a

SUBJECT: major Route from UCR to 91 freeway by

SUPPORT

OPPOSE

NEUTRAL

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

*yet this information is not disclosed during*  
The public are reminded that they must preserve order and decorum throughout the Meeting. In that regard, Members of the Transportation Board and the public are advised that any delay or disruption in the proceedings or a refusal to obey the orders of the Transportation Board or the presiding officer constitutes a violation of these rules.

*the meetings, yet the widening to 4 lanes of Canyon Crest and the connection of Overlook are clearly shown in the 2011 WRCOG Tump report as a single sec 6 pages of Notes project*

NO NOI CERTIFY  
EIR

CITY OF RIVERSIDE  
SPEAKER CARD

Opening overlook  
will be a taking of  
property values and

WRITTEN COMMENTS FOR PUBLIC RECORD

WELCOME TO THE RIVERSIDE TRANSPORTATION BOARD MEETING

IF YOU WISH TO ADDRESS THE TRANSPORTATION BOARD, PLEASE COMPLETE AND SUBMIT THIS CARD TO THE SECRETARY OF THE BOARD. SPEAKERS ARE ENCOURAGED TO SUBMIT THEIR CARDS TO THE SECRETARY BEFORE THE SCHEDULED MEETING TIME. SPEAKER CARDS WILL BE ACCEPTED UNTIL THE AGENDA ITEM IS CALLED.

ITEM NO.: 1 of 7

NAME: Karen Iris Wright Family with 1500 feet will have to move out thru cancer or die if they stay - 9-2013

CITY/NEIGHBORHOOD: Ward 3

PHONE # (Optional): \_\_\_\_\_

ADDRESS (Optional): The fact that information has been obscured, omitted

SUBJECT: intentionally misstated is to NOT CERTIFY the EIR because information

SUPPORT  OPPOSE  NEUTRAL

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

has been withheld that citizens need to inform  
The public are reminded that they must preserve order and decorum throughout the Meeting. In that regard, Members of the Transportation Board and the public are advised that any delay or disruption in the proceedings or a refusal to obey the orders of the Transportation Board or the presiding officer constitutes a violation of these rules.

an opinion and to know if they  
have ~~to write~~ any comments on the matter.  
as well, despite what the EIR might say.  
overlook violates prop R measure C

WED., JAN 9 6:00 p.m. Meeting of City of Riverside, Planning Commission; and Transportation Board re: to answer questions on the **Overlook Parkway EIR at County Board of Supervisors Room, 4080 Lemon Street 1st Floor Riv, CA** Per an Alicia Robinson PE reporter article "... No vote will be taken at this meeting. NOTE FINAL COMMENTS now extended to **March 1 at 5:00 pm** See Details including project descriptions and options Riverside Planning Dept, Page 2 See Pages 1 and 2 here [http://www.riversideca.gov/planning/pdf/eir/NoticeofCompletion\\_Advertising.pdf](http://www.riversideca.gov/planning/pdf/eir/NoticeofCompletion_Advertising.pdf)

Excerpt from [http://www.riversideca.gov/planning/pdf/eir/NoticeofCompletion\\_Advertising.pdf](http://www.riversideca.gov/planning/pdf/eir/NoticeofCompletion_Advertising.pdf) Page 1

EIR WRONGLY does not explain that ALL FOUR OPTIONS keep overlook open.

Karen Davis Wuyh's typed comment

For the written record. I will also

be sending emailed comments which I could not email due to problems with my computer and no ink to print.

I submitted 3 cards and

~~2 of 6~~  
1 of 6

typed comment

1/21/2013 6PM Karen Dons Wagner

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

**REVISED**

**KDWNNOTE: Change is on page 2 where the February 1, 2012 5:00 p.m. deadline for public review/comments was revised to March 1, 2013 at 5:00 p.m.**

**PROJECT DESCRIPTION:** The Project includes four scenarios, each of which represents an alternative set of actions intended to help resolve potential vehicular circulation issues associated with the gates on 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 DEIR fully analyzes all four circulation scenarios that are described in detail in Section 2.6.

**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.

**Scenario 2 - Gates removed, no connection of Overlook Parkway:** Under Scenario 2, the gates at both Crystal View Terrace and Green Orchard Place would be removed, and there would be no connection of Overlook Parkway across the Alessandro Arroyo at this time. Overlook Parkway would remain on the Master Plan of Roadways (Figure CCM-4) in the General Plan 2025 for future buildout, but certain policies in the General Plan 2025 concerning the gates would need to be modified. In addition, relevant project conditions and mitigation measures for Tract Maps TM-29515 and TM-29628 will also need to be amended.

**Scenario 3 - Gates removed, Overlook Parkway connected:** Under Scenario 3, the gates at Crystal View Terrace and Green Orchard Place would be removed and Overlook Parkway would be connected over the Alessandro Arroyo. This scenario would require a General Plan amendment to remove policies addressing the potential connection route between Washington Street and State Route 91 prior to completing Overlook Parkway across the arroyo.

**Scenario 4 - Gates removed, Overlook Parkway connected, and Overlook Parkway extended**

2012 will significantly reduce impact values lowering property value

Impacts that cannot be mitigated.

11/9/2013

Karen Voss Wright

cannot be mitigated. I live in central near May + ppl have had 4 individual w/ cancer including 2 daughters

Scenario 1 - **Gates closed to through traffic, no connection of Overlook Parkway:** . . . "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.

Scenario 2 - **Scenario 2 - Gates removed, no connection of Overlook Parkway:** . . . "there would be no connection of Overlook Parkway across the Alessandro Arroyo at this time. Overlook Parkway would remain on the Master Plan of Roadways (Figure CCM-4) in the General Plan 2025 for future buildout, but certain policies in the General Plan 2025 concerning the gates would need to be modified. In addition, relevant project conditions and mitigation measures for Tract Maps TM-29515 and TM-29628 will also need to be amended. "

Scenario 3 - **Gates removed, Overlook Parkway connected:** . . . "Overlook Parkway would be connected over the Alessandro Arroyo. This scenario would require a General Plan amendment to remove policies addressing the potential connection route between Washington Street and State Route 91 prior to completing Overlook Parkway across the arroyo."

Scenario 4 - **Gates removed, Overlook Parkway connected, and Overlook Parkway extended westerly:** "Overlook Parkway would be connected over the Alessandro Arroyo and east to Alessandro Boulevard. In addition, a new road (Proposed C Street) would be constructed west of Washington Street to provide a connection to SR 91. The Proposed C Street would extend approximately one mile from Washington Street north and west ending at the intersection of Madison Street and Victoria Avenue and adjacent roadways would be realigned"

Excerpt from [http://www.riversideca.gov/planning/pdf/eir/NoticeofCompletion\\_Advertising.pdf](http://www.riversideca.gov/planning/pdf/eir/NoticeofCompletion_Advertising.pdf) page 2:

**PROJECT LOCATION:** The proposed Project involves the local roadway system in the eastern portion of the City of Riverside (City). Specifically, Crystal View Terrace, Green Orchard Place, and Overlook Parkway are all located south of SR-91 and west of I-215. The project area is bounded by State Route 91 (SR-91) and Arlington Avenue to the north, Alessandro Boulevard and Trautwein Road to the east, Hermosa Drive and John f. Kennedy Drive to the south and Adams Street to the west.

**SIGNIFICANT EFFECTS:** All potential significant impacts could be mitigated to less than significant levels through mitigation identified in the Draft EIR, except for those related to the land use (policy inconsistency) for all scenarios

Casa Blanca Branch Library  
2985 Madison Street, 92504

Orange Terrace Branch Library  
20010-A Orange Terrace Parkway, 92508

1 / 9 / 2013 Karen Donis Wright  
Main Branch Library  
3581 Mission Inn Avenue, 92501

**PUBLIC HEARING:** A public hearing with the City Planning Commission will be held on a date yet to be determined. Notices of the public hearing will be mailed to all interested parties. Decisions of the City Planning Commission are appealable to the City Council within ten calendar days following the respective meeting date. Appeal procedures are available from the Planning Division.

Interested persons are invited to appear at the hearing to express their opinions on the above matter.

If you challenge the above proposed action in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Division at, or prior to, the public hearing.

G:\GENPLAN\Crystal\_View-Green\_Orchard-Overlook\_EIR\DEIR\Publication\_DEIR\Notice of Availability (NOA) of Draft Environmental Impact Report (EIR).docx

END OF PAGE 2

### **KDWNOTES providing OVERLOOK PARKWAY links:**

Click to view entire DEIR including NOP, CEQA, Envir. Analysis, Air Quality, Biological, Noise, Traffic, Effects Not Significant, Appendices and more <http://www.riversideca.gov/planning/eir.asp>

Riverside Citizens website <http://stopoverlookparkway.org>

PE story providing overview of Overlook Parkway issue <http://www.pe.com/local-news/riverside-county/riverside/riverside-headlines-index/20121213-riverside-study-evaluates-finishing-overlook-parkway.ece>

UPDATE: Update on Overlook Parkway

UPDATE: On January 7 Councilman Davis said he added one additional

11/9/2013 Karen D. Wong **AT SIDE PARK**

traffic coming from the West that wants to go to UCR, Canyon Crest (both of which already have two freeway access points via University or Alessandro), Moreno Valley, 215 freeway, 60 freeway, Palm Springs and Coachella Valley areas. The traffic will be horrendous and will devastate the Casa Blanca neighborhoods, will create additional traffic and air pollution and smog ruining the greenbelt, Victoria Avenue, Animal Keeping and Rural areas.

The fact that this will negatively impact the rural areas with the takings of over a mile of land, changes and realignments of Victoria and perhaps other streets, and with remove the islands that Casa Blanca had installed along Madison will destroy this Historic Neighborhood which is home to Library, Park, Churches, stores, as well has homes and is the CENTRAL street and heart of the Casa Blanca neighborhood AND will put children, elderly, deaf, blind and others lives at risk due to freeway like traffic through their neighborhood.

I know. I live on Central Avenue one house away from the Brockton/Central/Magnolia Intersection where our street with a single lane in each direction was widened twice, and changed from an area where children could play in the front yard, and where citizens could enjoy their backyards, to a freeway of traffic, particulate matter, noisy, unhealthy (4 major cancers in our family along with two deaths and two others who would be dead if it had not been for accidental detection and 4 major operations to remove cancerous growths) as a result citizens cannot open widows, breathing is not good, one or more household move away summer when particulate matter or smog is at its worst, many rental/for sale signs. Also though we have never been advised of any changes, citizens have been ticketed for parking in areas which have not been painted or identified for no parking and there is no other place to park. The City has plans to put bicycle lanes which would remove parking altogether so citizens would have no place to park except their driveways.

The overwhelming negative environmental impacts of opening OVERLOOK PARKWY through to Alessandro would in effect be a taking of citizen's property value as property values within 1,500 feet would be reduced, and it would NOT BE HEALTHY TO LIVE in any properties within 1,500 feet effectively forcing citizens or are concerned about their health or their families health out of their homes.

Not sure if on Madison any on street parking would remain.

Frank / Ch...

**W OPTIONS OPEN OVERLOOK**

11/9/2013 Karen Davis Wright

<http://www.pe.com/local-news/riverside-county/riverside/riverside-headlines-index/20130104-riverside-overlook-parkway-debate-rekindling.ece>

ALICIA ROBINSON/STAFF PHOTO

Riverside's Overlook Parkway has two gaps where the road was never connected. A recent environmental study has revived the debate over whether to finish the parkway.

BY ALICIA ROBINSON STAFF WRITER January 04, 2013; 06:12 PM [Comments \(2\)](#)

Related [WEBLINK RIVERSIDE: Study evaluates finishing Overlook Parkway \(Dec. 13, 2012\)](#)

[WEBLINK RIVERSIDE: City will open gates install stop signs \(Dec. 16, 2010\)](#)

[WEBLINK Overlook Parkway environmental report](#)



the parkway will be option under cell 4 option.

Riverside has had to go to great lengths – hundreds of pages in an environmental report that took two years to complete – just to be able to talk about opening two sets of metal gates.

The gates divide two residential streets in the Alessandro Heights neighborhood. As the surrounding subdivisions were built, the gates were installed to limit cut-through traffic. Officials said they were necessary because the road the traffic should have been using – Overlook Parkway – was never completed.

The recently released environmental report, prompted by questions about the gates, has again raised the issue of finishing the parkway and prompted strong opinions for and against.

MAP NOT SHOWN KDW NOTE: Map does NOT SHOW how Canyon Crest connects to UCR. Nor that Canyon Crest is mainly 4 lanes and that the remaining narrower sections will be widened to 4 lanes.

View [Overlook Parkway in Riverside](#) in a larger map

The city's planning commission and transportation board will hold a joint workshop on the report Wednesday, Jan. 9. Public comments will be accepted through March 1. Ultimately, the Riverside City Council will decide which of the four options in the report to pursue.

Choices in the report include keeping the gates and leaving the parkway unfinished. removing the gates. completing the parkway and

1. Transportation Issues of the Draft Environmental Impact Report (DEIR) for the Crystal View Terrace/Green Orchard Place/Overlook Parkway Project - Oral Presentation by the Consultant RECON Environmental, Inc.

a. Transportation Section can be found at

[http://www.riversideca.gov/planning/pdf/eir/3.11\\_traf.pdf](http://www.riversideca.gov/planning/pdf/eir/3.11_traf.pdf)

b. Traffic Impact Analysis (TIA) can be found at

[http://www.riversideca.gov/planning/pdf/eir/App\\_J\\_TIA.pdf](http://www.riversideca.gov/planning/pdf/eir/App_J_TIA.pdf)

c. A good source for summary information on the document is the Executive Summary found at <http://www.riversideca.gov/planning/pdf/eir/sum.pdf>

2. Parking Lease Agreement – Riverside Community Hospital

*Remove  
Overlook from  
Master Plan  
Remove it  
from WRCOG  
plans -*

BOARD MEMBER COMMUNICATIONS

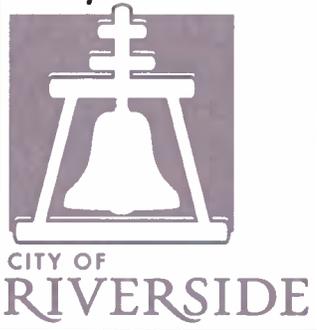
ADJOURNMENT

*ona*                      *Washington / [E. area]*

*Ag area / Victoria / Rural is Riverside  
in Coate Park / it is a major  
Rivande.*

my public comments for written record 1/9/2013

and a six page typed document  
to other comments



Comment 1 of 7 on this form

CRYSTAL VIEW TERRACE  
GREEN ORCHARD PLACE  
OVERLOOK PARKWAY

**ENVIRONMENTAL IMPACT REPORT**

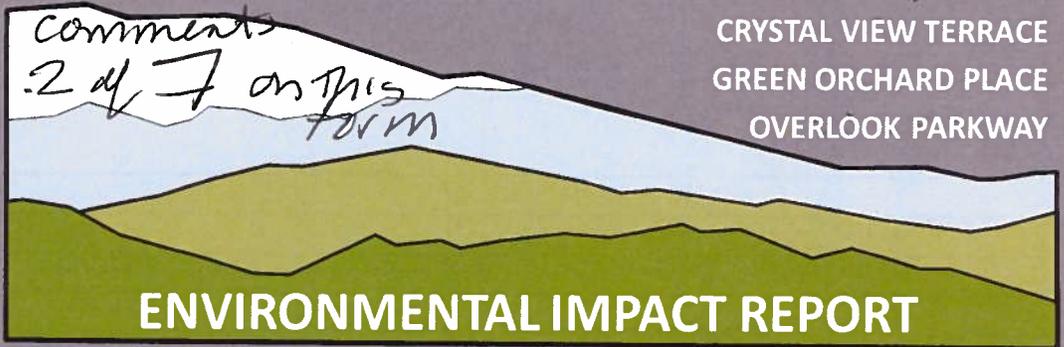
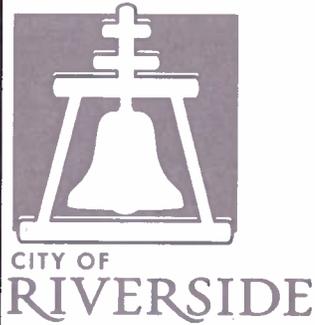
meeting of City of Riverside / Transparency

**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, March 1, 2013 by 5:00 p.m.** Thank you.

Do Not approve Overlook EIR

my public comments for the written record 1/9/2013



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Comments:

options DID NOT label options 1 and 2  
C&SS to show these include

opening of ~~overlook~~ overlook, as a result citizens bring overlook w/



CITY OF RIVERSIDE

comment 3 of 7 as this form

Be closed

CRYSTAL VIEW TERRACE  
GREEN ORCHARD PLACE  
OVERLOOK PARKWAY

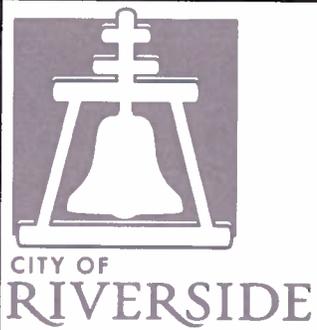


# ENVIRONMENTAL IMPACT REPORT

## PUBLIC REVIEW PERIOD

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not labeled  
addresses an area which was not present, but was in the



*Comment  
4 of 7  
on this form*

CRYSTAL VIEW TERRACE  
GREEN ORCHARD PLACE  
OVERLOOK PARKWAY

## ENVIRONMENTAL IMPACT REPORT

### PUBLIC REVIEW PERIOD

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Comments:

*It will result in the gentrification of forcing people out*



CITY OF RIVERSIDE



CRYSTAL VIEW TERRACE  
GREEN ORCHARD PLACE  
OVERLOOK PARKWAY

# ENVIRONMENTAL IMPACT REPORT

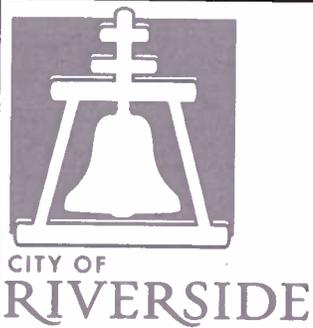
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*Opening Overlook Parkway thru to Madison / 91 will have serious NOISE/Health/Pollution/Safety ISSUES*

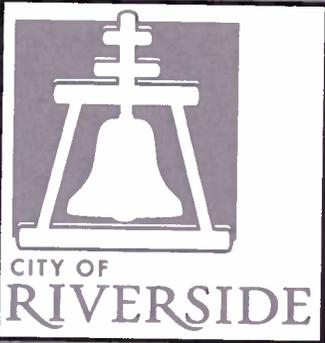
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Comments:

INFORMATION

## Jenkins, Diane

---

**From:** Hayes, Steve  
**Sent:** Friday, March 01, 2013 4:28 PM  
**To:** Jenkins, Diane  
**Subject:** FW: (3 of ))1/8) Karen Doris Wright's written public comments for the record related to the Draft Overlook Parkway (and Gates) EIR, all comments are AGAINST the Overlook/Gates Draft EIR it should not be passed, it has significant issues Health/Safety/

Di – Please distribute accordingly.

Thanks,

**Steve Hayes, AICP**  
**City Planner**  
**City of Riverside Planning Division**  
**3900 Main Street, Riverside, CA 92522**  
**(951) 826-5658**  
[shayes@RiversideCa.gov](mailto:shayes@RiversideCa.gov)

---

**From:** Morton, Sherry  
**Sent:** Friday, March 01, 2013 4:24 PM  
**To:** Hayes, Steve  
**Subject:** FW: (3 of ))1/8) Karen Doris Wright's written public comments for the record related to the Draft Overlook Parkway (and Gates) EIR, all comments are AGAINST the Overlook/Gates Draft EIR it should not be passed, it has significant issues Health/Safety/

**From:** K Wright [mailto:twodogkd@yahoo.com]  
**Sent:** Friday, March 01, 2013 4:12 PM  
**To:** Morton, Sherry; Morton, Sherry; Gardner, Mike; Melendrez, Andy; Gutierrez, Ken; Davis, Paul; MacArthur, Chris; Hart, Nancy; Adams, Steve; Bailey, Rusty; Barber, Scott  
**Subject:** (3 of ))1/8) Karen Doris Wright's written public comments for the record related to the Draft Overlook Parkway (and Gates) EIR, all comments are AGAINST the Overlook/Gates Draft EIR it should not be passed, it has significant issues Health/Safety/C...

Karen Doris Wright's written public comments for the record related to the Draft Overlook Parkway (and Gates) EIR, all comments are AGAINST the Overlook/Gates Draft EIR it should not be passed, it has significant issues Health/Safety/Community/Greenbelt/Prop R and Measure C impacts which cannot be mitigated and is being pushed to benefit special interests (fourth freeway access to UCR and to help expansion of building in greenbelt or nearby areas

To: Colleen <[city\\_clerk@riversideca.gov](mailto:city_clerk@riversideca.gov)>; Sherry Morton-Ellis <[SMorton@riversideca.gov](mailto:SMorton@riversideca.gov)>; Mike Gardner <[mgardner@riversideca.gov](mailto:mgardner@riversideca.gov)>; Andy Melendrez <[asmelendrez@riversideca.gov](mailto:asmelendrez@riversideca.gov)>; [kgutierrez@riversideca.gov](mailto:kgutierrez@riversideca.gov); [pdavis@riversideca.gov](mailto:pdavis@riversideca.gov); Chris MacArthur <[cmacarthur@riversideca.gov](mailto:cmacarthur@riversideca.gov)>; Nancy Hart <[nhart@riversideca.gov](mailto:nhart@riversideca.gov)>; Steve Adams <[sadams@riversideca.gov](mailto:sadams@riversideca.gov)>; Rusty Bailey <[rbailey@riversideca.gov](mailto:rbailey@riversideca.gov)>; Scott Barber <[sbarber@riversideca.gov](mailto:sbarber@riversideca.gov)>

From: Karen Doris Wright, 4167 Central Avenue, Riverside, CA 92506

--- On Tue, 1/8/13, K Wright <[twodogkd@yahoo.com](mailto:twodogkd@yahoo.com)> wrote:

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

From: K Wright <[twodogkd@yahoo.com](mailto:twodogkd@yahoo.com)>  
Subject: Revised Overlook parkway  
Date: Tuesday, January 8, 2013, 11:48 AM

WED., JAN 9 6:00 p.m. Meeting of City of Riverside, Planning Commission; and Transportation Board re: to answer questions on the **Overlook Parkway EIR at County Board of Supervisors Room, 4080 Lemon Street 1st Floor** Riv, CA Per an Alicia Robinson PE reporter article " . . . No vote will be taken at this meeting. NOTE FINAL COMMENTS **now extended to March 1 at 5:00 pm** See Details including project descriptions and options [Riverside Planning Dept, Page 2](#) See Pages 1 and 2 [http://www.riversideca.gov/planning/pdf/eir/NoticeofCompletion\\_Advertising.pdf](http://www.riversideca.gov/planning/pdf/eir/NoticeofCompletion_Advertising.pdf)

Excerpt from [http://www.riversideca.gov/planning/pdf/eir/NoticeofCompletion\\_Advertising.pdf](http://www.riversideca.gov/planning/pdf/eir/NoticeofCompletion_Advertising.pdf) Page 1

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

**REVISED**

**KDWNOTE: Change is on page 2 where the February 1, 2012 5:00 p.m. deadline for public review/comments was revised to March 1, 2013 at 5:00 p.m.**

**PROJECT DESCRIPTION:** *The Project includes four scenarios, each of which represents an alternative set of actions intended to help resolve potential vehicular circulation issues associated with the gates on 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 DEIR fully analyzes all four circulation scenarios that are described in detail in Section 2.6.*

• **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.*

• **Scenario 2 - Gates removed, no connection of Overlook Parkway:** *Under Scenario 2, the gates at both Crystal View Terrace and Green Orchard Place would be removed, and there would be no connection of Overlook Parkway across the Alessandro Arroyo at this time. Overlook Parkway would remain on the Master Plan of Roadways (Figure CCM-4) in the General Plan 2025 for future buildout, but certain policies in the General Plan 2025 concerning the gates would need to be modified. In addition, relevant project conditions and mitigation measures for Tract Maps TM-29515 and TM-29628 will also need to be amended.*

• **Scenario 3 - Gates removed, Overlook Parkway connected:** *Under Scenario 3, the gates at Crystal View Terrace and Green Orchard Place would be removed and Overlook Parkway would be connected over the Alessandro Arroyo. This scenario would require a General Plan amendment to remove policies addressing the potential connection route between Washington Street and State Route 91 prior to completing Overlook Parkway across the arroyo.*

• **Scenario 4 - Gates removed, Overlook Parkway connected, and Overlook Parkway extended westerly:** *Under Scenario 4, both Crystal View Terrace and Green Orchard Place gates would be removed and Overlook Parkway would be connected over the Alessandro Arroyo and east to Alessandro Boulevard. In addition, a new road ( Proposed C Street ) would be constructed west of Washington Street to provide a connection to SR 91. The Proposed C Street would extend approximately one mile from Washington Street north and west ending at the intersection of Madison Street and Victoria Avenue and adjacent roadways would be realigned.*

*The discretionary actions associated with the proposed project include: approval of one of the scenarios*

described for the proposed project and certification of the Draft EIR. In addition, for Scenarios 2 and 3 the City would be required to approve an amendment to the General Plan 2025 to modify and/or delete one or more of the policies in the General Plan 2025. Scenario 2 also requires revisions to conditions and/or mitigation measures for Tract Maps TM-29515 and TM-29628 and if selected this document will serve as the additional CEQA analysis required for these maps.

**NOTES:** It should be noted that this project has been tentatively reviewed by the Airport Land Use Commission (ALUC) and will require a hearing before the ALUC depending on what scenario is chosen. In addition, Tribal Consultations have been conducted.

**KDWNOTE: It seems ALL FOUR OPTIONS 1, 2, 3 & 4 include opening OVERLOOK PARKWAY someday:**

- CITIZENS ARE NOT GIVEN THE OPTION OF KEEPING OVERLOOK PARKWAY CLOSED
- CITIZENS ARE NOT GIVEN THE OPTION OF REMOVING OVERLOOK PARKWAY from the MASTER PLAN ROADWAYS, from the WRCOG PLANS etc, from any and all City plans etc.,
- CITIZENS ARE NOT PROVIDED FULL AND COMPLETE information about the fact that CANYON CREST to OVERLOOK connects is scheduled to be fully widened to four lanes which WILL INCREASE the traffic on this street seems in an attempt to hide and disguise the potential traffic impacts. That means it would be a FREEWAY to UCR/CANYON CREST areas and would impact Ward 1? and Ward 2

Excerpted language from each option related to opening Overlook Parkway at some point:

#### PROJECT DESCRIPTION

Scenario 1 - **Gates closed to through traffic, no connection of Overlook Parkway** : . . . “be closed **Overlook Parkway is connected to the east across the Alessandro Arroyo, to Alessandro Boulevard connection westerly of Washington Street is built.**

Scenario 2 - **Scenario 2 - Gates removed, no connection of Overlook Parkway** : . . . “there would be no connection of Overlook Parkway across the Alessandro Arroyo at this time. **Overlook Parkway would not be included on the Master Plan of Roadways (Figure CCM-4) in the General Plan 2025 for future buildout,** but certain policies in the General Plan 2025 concerning the gates would need to be modified. **In addition, relevant project conditions and mitigation measures for Tract Maps TM-29515 and TM-29628 will also need to be amended.** “

Scenario 3 - **Gates removed, Overlook Parkway connected:** . . . “**Overlook Parkway would be connected** over the Alessandro Arroyo. This scenario would require a General Plan amendment to revise policies addressing the potential connection route between Washington Street and State Route 91 prior to completing Overlook Parkway across the arroyo.”

Scenario 4 - **Gates removed, Overlook Parkway connected, and Overlook Parkway extended westerly:** “**Overlook Parkway would be connected over the Alessandro Arroyo and east to Alessandro Boulevard. In addition, a new road ( Proposed C Street ) would be constructed west of Washington Street to provide a connection to SR 91. The Proposed C Street would extend approximately one mile from Washington Street north and west ending at the intersection of Madison Street and Victoria Avenue and adjacent roadways would be realigned”**

Excerpt from [http://www.riversideca.gov/planning/pdf/eir/NoticeofCompletion\\_Advertising.pdf](http://www.riversideca.gov/planning/pdf/eir/NoticeofCompletion_Advertising.pdf) page 2:

**PROJECT LOCATION:** The proposed Project involves the local roadway system in the eastern portion of the City of Riverside (City). Specifically, Crystal View Terrace, Green Orchard Place, and Overlook Parkway are all located south of SR-91 and north of I-215. The project area is bounded by State Route 91 (SR-91) and Arlington Avenue to the north, Alessandro Boulevard and Trautwein Road to the east, Hermosa Drive and John f. Kennedy Drive to the south and Adams Street to the west.

**SIGNIFICANT EFFECTS:** All potential significant impacts could be mitigated to less than significant levels through mitigation measures identified in the Draft EIR, except for those related to the land use (policy inconsistency) for all scenarios, cultural resources (historic) for Scenario 4, noise (future traffic noise) for Scenarios 3 and 4; and transportation/traffic (intersections and I-215) for all scenarios. Off-site intersection improvements for all scenarios have the potential result in significant and unavoidable impacts; however, whether to implement off-site improvements is under the discretion of the decision-making body, and such improvements are not part of the proposed project.

**HAZARDOUS WASTE SITES:** Pursuant to Section 15087c6 of the Guidelines for California Environmental Quality Act there are no hazardous waste sites within the project area reviewed by this Draft EIR.

**WORKSHOP:** The City of Riverside will hold a public workshop on the Draft EIR with the Transportation Board and City Planning Commission on January 9, 2013 beginning at 6:00 p.m. in the County Board of Supervisor's Room located at 4080 Lemoore Avenue, Riverside, CA 92501, 1st floor. Parking is available in the lot outside the Supervisors's Room and in also in the adjacent parking structure.

**PROJECT CONTACT:** Diane Jenkins, AICP, Principal Planner **PHONE:** (951) 826-5625 **E-MAIL:** [DiJenkins@riversideca.gov](mailto:DiJenkins@riversideca.gov)

**PUBLIC REVIEW AND WRITTEN COMMENTS:** The review period for submitting written comments on the Draft EIR pursuant to State CEQA Guidelines Section 15088 commences on December 4, 2012 and will close on **March 2, 2013** at 5:00 p.m. Written responses to any comments submitted within this period will be made by the City and included in the Final EIR provided to the City Council. All written comments should be directed to Diane Jenkins, AICP, Principal Planner at the address below. Comments may also be submitted via e-mail. Pursuant to State law, no written response to comments received after **March 2, 2013** at 5:00 p.m. is required. If you have any questions regarding the project or the Draft EIR, please contact Diane Jenkins, AICP by e-mail or phone as indicated above.

Comments should be addressed to: Diane Jenkins, AICP, Principal Planner  
City of Riverside, Planning Division  
3900 Main Street, 3rd Floor  
Riverside, CA 92522

**DOCUMENT AVAILABILITY:** The Draft EIR is available for purchase (CD's are free) at the City Planning Division, located at the address above, and may also be viewed on the City's website at <http://www.riversideca.gov/planning/eir.asp>, as well as at various City libraries as indicated below.

Casa Blanca Branch Library  
2985 Madison Street, 92504

Orange Terrace Branch Library  
20010-A Orange Terrace Parkway, 92508

Main Branch Library  
3581 Mission Inn Avenue, 92501

**PUBLIC HEARING:** A public hearing with the City Planning Commission will be held on a date yet to be determined. Notices of the public hearing will be mailed to all interested parties. Decisions of the City Planning Commission are appealable to the City Council within ten calendar days following the respective meeting date. Appeal procedures are available from the Planning Division.

Interested persons are invited to appear at the hearing to express their opinions on the above matter.

If you challenge the above proposed action in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Division at, or prior to, the public hearing.

G:\GENPLAN\Crystal\_View-Green\_Orchard-Overlook\_EIR\DEIR\Publication\_DEIR\Notice of Availability (NOA) of Draft Environmental Impact Report (EIR).docx

END OF PAGE 2

#### **KDWNOTES providing OVERLOOK PARKWAY links:**

Click to view entire DEIR including NOP, CEQA, Envir. Analysis, Air Quality, Biological, Noise, Traffic, Effects Not Significant, Appendices and more <http://www.riversideca.gov/planning/eir.asp>

Riverside Citizens website <http://stopoverlookparkway.org>

PE story providing overview of Overlook Parkway issue <http://www.pe.com/local-news/riverside-county/riverside/river-headlines-index/20121213-riverside-study-evaluates-finishing-overlook-parkway.ece>

**UPDATE: Update on Overlook Parkway** UPDATE: On January 7, Councilman Davis said he added one additional month which means citizens, may give comments until early March 2013 (around March 3 to 8). This would provide a three month time period to review the thousands of pages of the EIR Report on Overlook Parkway, when as noted below citizens believe they need at least six months for minimal time to review the overwhelming document with its backup appendices that experts 2 or more years to prepare. Also please note the first month, during the month beginning on December 4 was a holiday month were few had any time to review anything whatsoever. That said we need to thank Councilman Davis for adding a second month and then recently adding a third month to the review time allowed. But we STILL need to request additional time so citizens have a fair opportunity to review the EIR/Appendices, meet, discuss and research.

**BACKGROUND** Text from FMC Jan 4, 2011 Handout: Citizens need to request 4 more months for a total of 6 months for review of Overlook EIR The City of Riverside is not providing Citizens of Riverside a FAIR OPPORTUNITY to make public comments this 700 page EIR and another 1,400 pages appendices by limiting the comment period from the date it became available on Dec 4 for two months only, which means over Christmas and New Year's holidays when many people have gatherings, are traveling, on vacation, and when many groups do not meet. Experts who prepared this document FULLY over a period of up to two years, yet they are giving lay people LESS THAN two months to be able to review, research, meet with others to discuss these 700 or perhaps 700 plus 1,400 pages of very technical documents. A MINIMUM OF 6 months should be provided WITH MANY INDEPTH PRESENTATIONS, and that time period would only provide working time, minimal time for review.

**OVERLOOK PARKWAY** KDWNNOTE: Rework/neutralizeArticles and In my opinion the City of Riverside has not fairly adequately advertised the matter of OVERLOOK PARKWAY and has obscured that fact that all four options include opening of the Overlook Parkway gates and NO options are provided that keeps the gates closed. Keeping the gates closed should have been an option studied AND the City is hiding the fact that the opening of Overlook Parkway is being done in conjunction with widening Canyon Crest to make a freeway/expressway to UCR and that such a route would more than significantly increase existing traffic on Canyon Crest and would essentially make a new Riverside Cut thru to traffic coming from the West that wants to go to UCR, Canyon Crest (both of which already have two freeway access points via University or Alessandro), Moreno Valley, 215 freeway, 60 freeway, Palm Springs and Coachella areas. The traffic will be horrendous and will devastate the Casa Blanca neighborhoods, will create additional traffic and air pollution smog ruining the greenbelt, Victoria Avenue, Animal Keeping and Rural areas.

The fact that this will negatively impact the rural areas with the takings of over a mile of land, changes and realignments of Victoria perhaps other streets, and with remove the islands that Casa Blanca had installed along Madison will destroy this Historic Neighborhood which is home to Library, Park, Churches, stores, as well has homes and is the CENTRAL street and heart of the Casa Blanca neighborhood AND will put children, elderly, deaf, blind and others lives at risk due to freeway like traffic through their neighborhood.

I know. I live on Central Avenue one house away from the Brockton/Central/Magnolia Intersection where our street with a single lane each direction was widened twice, and changed from an area where children could play in the front yard, and where citizens could use their backyards, to a freeway of traffic, particulate matter, noisy, unhealthy (4 major cancers in our family along with two deaths of others who would be dead if it had not been for accidental detection and 4 major operations to remove cancerous growths) as a result citizens cannot open widows, breathing is not good, one or more household move away summer when particulate matter or smog is worst, many rental/for sale signs. Also though we have never been advised of any changes, citizens have been ticketed for parking in areas which have not been painted or identified for no parking and there is no other place to park. The City has plans to put bicycle lanes which would remove parking altogether so citizens would have no place to park except their driveways.

The overwhelming negative environmental impacts of opening OVERLOOK PARKWAY through to Alessandro would in effect be a total loss of a citizen's property value as property values within 1,500 feet would be reduced, and it would NOT BE HEALTHY TO LIVE in any property within 1,500 feet effectively forcing citizens or are concerned about their health or their families health out of their homes.

Not sure if on Madison any on street parking would remain.

The City of Riverside has over the past 8 or so years have systematically destroyed historic buildings, ambiance and character of Riverside and now are pushing OVERLOOK PARKWAY as evidenced by the presence of many City officials at the last CASA BLANCA Community Action Group (CAG) meeting. Ex Mayor Loveridge and new Mayor Bailey were present along with a strong Police presence and many other City officials when the OVERLOOK PARKWAY was presented to the Casa Blanca group. I don't know but heard that Casa Blanca has largely been ignored by the City, so why all these officials now? I strongly believe it is because new Mayor Bailey is continuing Ron Loveridge's push to put OVERLOOK PARKWAY through so University of California at Riverside (UCR) will get the FREEWAY/EXPRESSWAY to UCR which the City has long pushed, and which I believe Ron Loveridge has been pushing but trying not to be too obvious about hence the fact that the fact OVERLOOK will become a freeway to UCR is not mentioned at the meetings.

Riverside has one key and distinctive asset and that is the GREENBELT , VICTORIA AVENUE AREA where citizens may go to refresh themselves in mind and spirit by getting to a less polluted area of the city to smell the roses, oranges and fresher air. This would be destroyed. This area needs to be held to a higher standard

Negatively impacts all residents in the above fashion all along Madison/Overlook/Canyon Crest and residents within 1,500 feet.

Opening OVERLOOK PARKWAY which will significantly impact the Environment Impact Statement of which impacts cannot be mitigated and which are unacceptable to the future of Riverside and to the Casa Blanca neighborhood and to the Greenbelt areas, nor to Victoria Avenue and destroys an essential and unique feature of Riverside that cannot be replaced once destroyed and will make Riverside ANYWHERE USA.

### ***THE PRESS ENTERPRISE : RIVERSIDE : Overlook Parkway debate rekindling***

<http://www.pe.com/local-news/riverside-county/riverside/riverside-headlines-index/20130104-riverside-overlook-parkway-debate-rekindling.ece>

ALICIA ROBINSON/STAFF PHOTO

*Riverside's Overlook Parkway has two gaps where the road was never connected. A recent environmental study has revived the debate over when to finish the parkway.*

[BY ALICIA ROBINSON](#) STAFF WRITER January 04, 2013; 06:12 PM [Comments \(2\)](#)

Related [WEBLINK RIVERSIDE: Study evaluates finishing Overlook Parkway \(Dec. 13, 2012\)](#)  
[WEBLINK RIVERSIDE: City will open gates install stop signs \(Dec. 16, 2010\)](#)  
[WEBLINK Overlook Parkway environmental report](#)

*Riverside has had to go to great lengths – hundreds of pages in an environmental report that took two years to complete – just to be able to talk about opening two sets of metal gates.*

*The gates divide two residential streets in the Alessandro Heights neighborhood. As the surrounding subdivisions were built, the gates were installed to limit cut-through traffic. Officials said they were necessary because the road the traffic should have been using – Overlook Parkway – was never completed.*

*The recently released environmental report, prompted by questions about the gates, has again raised the issue of finishing the parkway and provoked strong opinions for and against.*

MAP NOT SHOWN KDW NOTE: Map does NOT SHOW how Canyon Crest connects to UCR. Nor that Canyon Crest is mainly 4 lanes and that the remaining narrower sections will be widened to 4 lanes.

View [Overlook Parkway in Riverside](#) in a larger map

*The city's planning commission and transportation board will hold a joint workshop on the report Wednesday, Jan. 9. Public comments will be taken through March 1. Ultimately, the Riverside City Council will decide which of the four options in the report to pursue.*

*Choices in the report include keeping the gates and leaving the parkway unfinished, removing the gates, completing the parkway and adding a ramp to help cars get from the parkway's end to Highway 91.*

*Although two of the scenarios in the report include building the parkway's two incomplete segments, Councilman Paul Davis said the long-planned parkway wasn't the reason the city did the study.*

*"Remember what this is about, the removal of the gates," he said Thursday, Jan. 3.*

*Since the gates were placed on Crystal View Terrace and Green Orchard Place in the mid-2000s, a covert battle broke out, with those who wanted*

*open sawing off padlocks and those who felt the opposite welding the gates shut. As the report put it, the gates “are regularly opened and closed for residents at undetermined intervals without the knowledge or permission of the city.”*

*But the gates were required by city planners, so potentially removing them meant studying the traffic implications first. And that meant also looking at the parkway.*

*Davis and Councilman Chris Mac Arthur said most of the feedback they’ve heard from residents is against finishing the parkway.*

Comments . . . • [Wyndham Hill Estates](#) The problem with completing the two segments is the "Greenbelt" is not designed to handle the increased traffic (which will increase in frequency AND commercial traffic) and Casa Blanca is not adequately able to handle the traffic on Madison. The problem with completing Overlook Parkway is not so much Overlook Parkway where Overlook dumps into. The west end would be a disaster. [Reply](#) · · [16 hours ago](#)

• [Samantha Ladson](#) · [Chef](#) at [Cafe World](#)

We may not be local traffic, but where are you the local traffic? When you turn on Riverside Dr to avoid the freeway to get to work downtown? Just one example. So many neighborhoods have been invaded with more traffic. Part of growth. But yours was planned, and you knew it when you bought your home there. I spent two years at UCR 'going around' the Overlook Parkway Problem. Let's open the road and stop all the traffic through neighborhood streets not designed for heavy traffic. [Reply](#) · · [Sunday at 5:10pm](#)

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## Jenkins, Diane

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**From:** Hayes, Steve  
**Sent:** Friday, March 01, 2013 4:28 PM  
**To:** Jenkins, Diane  
**Subject:** FW: Karen Doris Wright's written public comments for the record related to the Draft Overlook Parkway (and Gates) EIR

Ditto to this.

Thanks,

**Steve Hayes, AICP**  
**City Planner**  
**City of Riverside Planning Division**  
**3900 Main Street, Riverside, CA 92522**  
**(951) 826-5658**  
[shayes@RiversideCa.gov](mailto:shayes@RiversideCa.gov)

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**From:** Morton, Sherry  
**Sent:** Friday, March 01, 2013 4:24 PM  
**To:** Hayes, Steve  
**Subject:** FW: Karen Doris Wright's written public comments for the record related to the Draft Overlook Parkway (and Gates) EIR

**From:** K Wright [mailto:twodogkd@yahoo.com]  
**Sent:** Friday, March 01, 2013 3:50 PM  
**To:** Morton, Sherry; Morton, Sherry; Gardner, Mike; Melendrez, Andy; Gutierrez, Ken; Davis, Paul; MacArthur, Chris; Hart, Nancy; Adams, Steve; Bailey, Rusty; Barber, Scott  
**Subject:** Karen Doris Wright's written public comments for the record related to the Draft Overlook Parkway (and Gates) EIR

To: Colleen <[city\\_clerk@riversideca.gov](mailto:city_clerk@riversideca.gov)>; Sherry Morton-Ellis <[SMorton@riversideca.gov](mailto:SMorton@riversideca.gov)>; Mike Gardner <[mgardner@riversideca.gov](mailto:mgardner@riversideca.gov)>; Andy Melendrez <[asmelendrez@riversideca.gov](mailto:asmelendrez@riversideca.gov)>; [kgutierrez@riversideca.gov](mailto:kgutierrez@riversideca.gov); [pdavis@riversideca.gov](mailto:pdavis@riversideca.gov); Chris MacArthur <[cmacarthur@riversideca.gov](mailto:cmacarthur@riversideca.gov)>; Nancy Hart <[nhart@riversideca.gov](mailto:nhart@riversideca.gov)>; Steve Adams <[sadams@riversideca.gov](mailto:sadams@riversideca.gov)>; Rusty Bailey <[rbailey@riversideca.gov](mailto:rbailey@riversideca.gov)>; Scott Barber <[sbarber@riversideca.gov](mailto:sbarber@riversideca.gov)>;

From: Karen Doris Wright, 4167 Central Avenue, Riverside, CA 92506

Subject:

Below and I hearby incorporate my verbal and written comments from prior meetings on this topic both at City Council and at the Casa Blanca Community Action Group meeting, **AGAINST passage of the Draft EIR on the Overlook Parkway/Gates** as it has significant impacts that CANNOT BE MITIGATED, for reasons too numerous to mention. A couple are highlighted in the bullets below and also in the pasted in comments that follow:

(1) The Draft EIR for Overlook Parkway/Gates discriminates against and will devastate in ways that cannot be mitigated (healthwise, financially, economically) a historic Riverside community that predates UCR, the CASA BLANCA community in favor of the well heeled and politically connected University of California at Riverside (UCR) and the neighborhoods off Canyon Crest -- an arterial connects to OVERLOOK PARKWAY at Alessandro, and together by trying to push through the greenbelt across Victoria Avenue and down Casa Blanca's main street Madison Avenue by park, churchs, library and school to WITH THE **REAL MAIN PURPOSE TO PROVIDE FORTH access to the 91 freeway for UCR and the surrounding neighborhoods residents**, at an exorbitant cost of \$20 or \$40 or more million dollars. If passed these

actions will force individuals either to move from their homes or be subjected to health issues such as cancers etc from living less than 1500 feet from the heavy traffic which I estimate will greatly exceed 40,000 cars per day. I live on Central Avenue at Brockton/Central/Magnolia and suffer now from the type of traffic that Madison residents and those along Overlook will be subjected to if that OVERLOOK is opened. We have had FOUR family members with CANCER, two are dead and two more would have been dead had their cancers not have been discovered by accident early. One of the two that lived has had 3 major cancer operations for DIFFERENT cancers in order to live. In addition my father died early of a heart condition which I believe was likely contributed to by the bad air particulate matter, as he worked outdoors on projects for years, and was working outdoors the night before his heart attack.

The property value of homes drop a minimum of 10 percent (I believe more) for properties on very busy arterial and homeowners, particularly those along Madison who live directly on the street (when guidelines say houses should not be within 1500 feet where particulate matter can move and be breathed in). So if the arterial goes in the City will be in essence taking these individuals health, shortening lives, causing health issues for residents and youth. It will be at taking of their homes, should they try to move and cannot sell and recoup the former value of their homes. It will put a four lane, two lanes in each direction or more where the community fought for years to slow traffic to one lane in each direction with planters, with parking along the curb. Parking on the curb that is needed for church, park, library, school etc access may be lost or would be very unsafe with potential for even more deaths by cars hitting pedestrians or person exiting their cars. The particulate matter makes it so you cannot spend time outdoors to work in gardens or to grow vegetables or fruits safely. The fine particulate matters, gases, etc will devastate the residents. All this cost to human life that cannot be mitigated so UCR teachers and more affluent residents can have a freeway access from Madison.

(2) Negative impacts on farmers in the greenbelt.

(3) I believe the Draft EIR ignores that citizens passed Prop R and Measure C to keep at least some areas of Riverside free of traffic, arterials, so we could have places we could go, refresh, and regenerate. An arterial through the Greenbelt to Madison or along streets such as Victoria goes against those measures and protections put in place. Our current City Council/City Government seems determined to ruin all of Riverside by such actions. As it is now the City Council has done much to ruin Riverside and to hurty residents of Riverside by the votes and actions against the wishes of Riverside citizens. Over the years Overlook Parkway has been fought many times and the citizens said they did not want it, but the City Employees and Councils or those in the grips of vested interests keep pushing it, and perhaps got it on some city plans or general plan or whatever BUT THAT WAS DONE WITHOUT ADEQUATE PUBLIC NOTICE and PUBLIC INPUT. The City has held these meetings in such a way in my opinion to curtail knowledge of citizens comments. The public notices I believe may have been in tiny unreadable print in sections the citizens do not read, and the fact that Overlook Parkway being kept open as part of the plan was likely not separately identified. I have been adding many city meetings for about 10 years and have found and believe that there is inadequate notice on most matters, they try to meet the minimum letter of the law but do not do REAL OUTREACH like other cities do where they put large type notices in plain language about the actual purpose of an upcoming meeting.

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**OVERLOOK PARKWAY and the GATES.** The City is pushing this though it is not good for the City or neighborhoods including the Historic Casa Blanca Area, Victoria Avenue, Orange Groves, Rural /Ag/Animal keeping areas, and would destroy a treasured part of Riverside our Historic Greenbelt which makes Riverside unique and gives residents a place to go to refresh themselves with fresher air, smelling the roses and oranges. Something opening it is a good idea, and some like me believe opening of Overlook Parkway would permanently harm areas indicated above, and residents, such as those who live in Casa Blanca.

## Jenkins, Diane

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**From:** Hayes, Steve  
**Sent:** Friday, March 01, 2013 4:34 PM  
**To:** Jenkins, Diane  
**Subject:** FW: (4 of )))1/4)Karen Doris Wright's written public comments for the record related to the Draft Overlook Parkway (and Gates) EIR, all comments are AGAINST the Overlook/Gates Draft EIR it should not be passed, it has significant issues Health/Safety/Com

More...

Thanks,

**Steve Hayes, AICP**  
**City Planner**  
**City of Riverside Planning Division**  
**3900 Main Street, Riverside, CA 92522**  
**(951) 826-5658**  
[shayes@RiversideCa.gov](mailto:shayes@RiversideCa.gov)

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**From:** Morton, Sherry  
**Sent:** Friday, March 01, 2013 4:33 PM  
**To:** Hayes, Steve  
**Subject:** FW: (4 of )))1/4)Karen Doris Wright's written public comments for the record related to the Draft Overlook Parkway (and Gates) EIR, all comments are AGAINST the Overlook/Gates Draft EIR it should not be passed, it has significant issues Health/Safety/Com

**From:** K Wright [mailto:twodogkd@yahoo.com]  
**Sent:** Friday, March 01, 2013 4:26 PM  
**To:** K Wright; Morton, Sherry; Morton, Sherry; Gardner, Mike; Melendrez, Andy; Gutierrez, Ken; Davis, Paul; MacArthur, Chris; Hart, Nancy; Adams, Steve; Bailey, Rusty; Barber, Scott  
**Subject:** (4 of )))1/4)Karen Doris Wright's written public comments for the record related to the Draft Overlook Parkway (and Gates) EIR, all comments are AGAINST the Overlook/Gates Draft EIR it should not be passed, it has significant issues Health/Safety/Comm...

Karen Doris Wright's written public comments for the record related to the Draft Overlook Parkway (and Gates) EIR, all comments are AGAINST the Overlook/Gates Draft EIR it should not be passed, it has significant issues Health/Safety/Community/Greenbelt/Prop R and Measure C impacts which cannot be mitigated and is being pushed to benefit special interests (fourth freeway access to UCR and to help expansion of building in greenbelt or nearby areas

o: Colleen <[city\\_clerk@riversideca.gov](mailto:city_clerk@riversideca.gov)>; Sherry Morton-Ellis <[SMorton@riversideca.gov](mailto:SMorton@riversideca.gov)>; Mike Gardner <[mgardner@riversideca.gov](mailto:mgardner@riversideca.gov)>; Andy Melendrez <[asmelendrez@riversideca.gov](mailto:asmelendrez@riversideca.gov)>; [kgutierrez@riversideca.gov](mailto:kgutierrez@riversideca.gov); [pdavis@riversideca.gov](mailto:pdavis@riversideca.gov); Chris MacArthur <[cmacarthur@riversideca.gov](mailto:cmacarthur@riversideca.gov)>; Nancy Hart <[nhart@riversideca.gov](mailto:nhart@riversideca.gov)>; Steve Adams <[sadams@riversideca.gov](mailto:sadams@riversideca.gov)>; Rusty Bailey <[rbailey@riversideca.gov](mailto:rbailey@riversideca.gov)>; Scott Barber <[sbarber@riversideca.gov](mailto:sbarber@riversideca.gov)>;

**Please note at the meetings below citizens were told this was about the gates and that Overlook Parkway was not really an issue.**

**There is no option to keep Overlook Closed.**

**The fact that all options keep overlook parkway OPEN at some point in disguised and some citizens wanted to vote for some of those thinking that OVERLOOK PARKWAY would be kept permanently closed.**

**The maps provided did NOT show the name of Madison Street as I recall and did not show that it connected to Canyon Crest.**

**Citizens were not informed that Overlook Parkway and Canyon Crest were to be a major corridor to from the 91 freeway at Madison to UCR, and therefore the traffic estimates and reports do not really reflect the true traffic under consideration.**

**Current traffic on Canyon Cress and Overlook are much less than it will be in the future as BOTH ROADS have widening etc that have to be performed to make the heavy traffic.**

**The 91 Freeway offramp at Madison if connected through overlook to Alessandro with the arroyos crossed will create signifiant additional traffic not only to UCR but for people coming from Corona and from Orange County for individuals who want to go to Palm Springs or UCR.**

**The City of Riverside is deceiving citizens, in my opinion as to the true purpose of this road and the true traffic and also the costs of the road**

**which may be \$40 million or more with the MAIN PURPOSE for a GLORIOUS FOURTH ENTRANCE TO UCR, so the affluent can have a grand entry at the serious health and financial and negative economic impacts on the Casa Blanca Community.**

**The City of Riverside, in my opinion has a history of Gentrification to push minorities and low income people out of Riverside and to destroy those neighborhoods. Opening Overlook over the arroyos would be a serious nail in the coffin of Casa Blanca neighborhood.**

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WED, JAN 9, 2013 6 pm Meeting of City of Riverside, Planning Commission; and Transportation Board re: to answer questions on the Overlook Parkway EIR at County Board of Supervisors Room, 4080 Lemon Street 1st Floor Riv, CA Per an Alicia Robinson PE reporter article “ . . . *No vote will be taken at this meeting.* See Details including project descriptions and options [Riverside Planning Dept, Page](#)

[2](#) See Pages 1 and 2 here

[http://www.riversideca.gov/planning/pdf/eir/NoticeofCompletion\\_Advertising.pdf](http://www.riversideca.gov/planning/pdf/eir/NoticeofCompletion_Advertising.pdf) Excerpt from page 2:

**PROJECT LOCATION:** The proposed Project involves the local roadway system in the eastern portion of the City of Riverside (City). Specifically, Crystal View Terrace, Green Orchard Place, and Overlook Parkway are all located south of SR-91 and west of I-215. The project area is bounded by State Route 91 (SR-91) and Arlington Avenue to the north, Alessandro Boulevard and Trautwein Road to the east, Hermosa Drive and John f. Kennedy Drive to the south and Adams Street to the west.

**SIGNIFICANT EFFECTS:** All potential significant impacts could be mitigated to less than significant levels through mitigation identified in the Draft EIR, except for those related to the land use (policy inconsistency) for all scenarios, cultural resources (historic) for Scenario 4, noise (future traffic noise) for Scenarios 3 and 4; and transportation/traffic (intersections and links) for all scenarios. Off-site intersection improvements for all scenarios have the potential result in significant and unavoidable impacts; however, whether to implement off-site improvements is under the discretion of the decision-making body, and those improvements are not part of the proposed project.

**HAZARDOUS WASTE SITES:** Pursuant to Section 15087c6 of the Guidelines for California Environmental Quality Act there are no hazardous waste sites within the project area reviewed by this Draft EIR.

**WORKSHOP:** The City of Riverside will hold a public workshop on the Draft EIR with the Transportation Board and City Planning Commission on January 9, 2013 beginning at 6:00 p.m. in the County Board of Supervisor’s Room located at 4080 Lemon Street, Riverside, CA 92501, 1st floor. Parking is available in the lot outside the Supervisors’s Room and in also in the adjacent parking structure.

**PROJECT CONTACT:** Diane Jenkins, AICP, Principal Planner **PHONE:** (951) 826-5625

**E-MAIL:** [DjJenkins@riversideca.gov](mailto:DjJenkins@riversideca.gov)

**PUBLIC REVIEW AND WRITTEN COMMENTS:** The review period for submitting written comments on the Draft EIR  
P311-0050/P12-0220, Exhibit 16 - Public Comments

pursuant to State CEQA Guidelines Section 15088 commences on December 4, 2012 and will close on February 1, 2013 at 5:00 p.m. Written responses to any comments submitted within this period will be made by the City and included in the Final EIR provided to the City Council. All written comments should be directed to Diane Jenkins, AICP, Principal Planner at the address below. Comments may also be submitted via e-mail. Pursuant to State law, no written response to comments received after February 1, 2013 at 5:00 p.m. is required. If you have any questions regarding the project or the Draft EIR, please contact Diane Jenkins, AICP by e-mail or phone as indicated above.

Comments should be addressed to: Diane Jenkins, AICP, Principal Planner

City of Riverside, Planning Division

3900 Main Street, 3<sup>rd</sup> Floor

Riverside, CA 92522

**DOCUMENT AVAILABILITY:** The Draft EIR is available for purchase (CD's are free) at the City Planning Division, located at the address above, and may also be viewed on the City's website at <http://www.riversideca.gov/planning/eir.asp>, as well as at the City libraries as indicated below.

Casa Blanca Branch Library Main Branch Library

2985 Madison Street, 92504 3581 Mission Inn Avenue, 92501

Orange Terrace Branch Library

20010-A Orange Terrace Parkway, 92508

If you challenge the above proposed action in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Division at, or prior to, the public hearing.

G:\GENPLAN\Crystal\_View-Green\_Orchard-Overlook\_EIR\DEIR\Publication\_DEIR\Notice of Availability (NOA) of Draft Environmental Impact Report (EIR).docx

Click to view entire DEIR including NOP, CEQA, Envir. Analysis, Air Quality, Biological, Noise, Traffic, Effects Not Significant, Appendices and more <http://www.riversideca.gov/planning/eir.asp>

Riverside Citizens website <http://stopoverlookparkway.org>

PE story providing overview of Overlook Parkway issue <http://www.pe.com/local-news/riverside-county/riverside/riverside-headlines-index/20121213-riverside-study-evaluates-finishing-overlook-parkway.ece>

## Jenkins, Diane

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**From:** Hayes, Steve  
**Sent:** Friday, March 01, 2013 4:52 PM  
**To:** Jenkins, Diane  
**Subject:** FW: (5) 1/11; 2/2 3/25 INSUFFICEINT TIME PROVIDED FOR CITIZEN REVIEW; Information withheld about connecting arterial with Canyon Crest (Canyon Crest was mislabeled in one meeting on the map posted in the meeting) Understating traffic by not projectin

**Steve Hayes, AICP**  
**City Planner**  
**City of Riverside Planning Division**  
**3900 Main Street, Riverside, CA 92522**  
**(951) 826-5658**  
[shayes@RiversideCa.gov](mailto:shayes@RiversideCa.gov)

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**From:** Morton, Sherry  
**Sent:** Friday, March 01, 2013 4:50 PM  
**To:** Hayes, Steve  
**Subject:** FW: (5) 1/11; 2/2 3/25 INSUFFICEINT TIME PROVIDED FOR CITIZEN REVIEW; Information withheld about connecting arterial with Canyon Crest (Canyon Crest was mislabeled in one meeting on the map posted in the meeting) Understating traffic by not projectin

**From:** K Wright [mailto:twodogkd@yahoo.com]  
**Sent:** Friday, March 01, 2013 4:47 PM  
**To:** Morton, Sherry; Morton, Sherry; Gardner, Mike; Melendrez, Andy; Gutierrez, Ken; Davis, Paul; MacArthur, Chris; Hart, Nancy; Adams, Steve; Bailey, Rusty; Barber, Scott; Darnell, Doug; Gonzalez, Gustavo; twodogkd@yahoo.com  
**Subject:** (5) 1/11; 2/2 3/25 INSUFFICEINT TIME PROVIDED FOR CITIZEN REVIEW; Information withheld about connecting arterial with Canyon Crest (Canyon Crest was mislabeled in one meeting on the map posted in the meeting) Understating traffic by not projecting...

PLEASE ALSO FORWARD ALL MY COMMENTS TO

Attn: Gus Gonzalez, Associate Planner email [ggonzalez@riversideca.gov](mailto:ggonzalez@riversideca.gov)

Attn: Doug Darnell, Senior Planner [ddarnell@riversideca.gov](mailto:ddarnell@riversideca.gov)

Karen Doris Wright's written public comments for the record related to the Draft Overlook Parkway (and Gates) EIR, all comments are AGAINST the Overlook/Gates Draft EIR it should not be passed, it has significant issues Health/Safety/Community/Greenbelt/Prop R and Measure C impacts which cannot be mitigated and is being pushed to benefit special interests (fourth freeway access to UCR and to help expansion of building in greenbelt or nearby areas

To: Colleen <[city\\_clerk@riversideca.gov](mailto:city_clerk@riversideca.gov)>; Sherry Morton-Ellis <[SMorton@riversideca.gov](mailto:SMorton@riversideca.gov)>; Mike Gardner

<[mgardner@riversideca.gov](mailto:mgardner@riversideca.gov)>; Andy Melendrez <[asmelendrez@riversideca.gov](mailto:asmelendrez@riversideca.gov)>; [kgutierrez@riversideca.gov](mailto:kgutierrez@riversideca.gov);  
[pdavis@riversideca.gov](mailto:pdavis@riversideca.gov); Chris MacArthur <[cmacarthur@riversideca.gov](mailto:cmacarthur@riversideca.gov)>; Nancy Hart <[nhart@riversideca.gov](mailto:nhart@riversideca.gov)>; Steve  
Adams <[sadams@riversideca.gov](mailto:sadams@riversideca.gov)>; Rusty Bailey <[rbailey@riversideca.gov](mailto:rbailey@riversideca.gov)>; Scott Barber <[sbarber@riversideca.gov](mailto:sbarber@riversideca.gov)>;

From: Karen Doris Wright, 4167 Central Avenue, Riverside, CA 92506

1/11 and after INSUFFICIENT AMOUNT OF TIME PROVIDED FOR CITIZENS REVIEW

Update on Overlook Parkway

(1) Councilman Davis said he added one additional month, which means citizens, may give comments until early March 2013 (around March 3 to 8). This would provide a three month time period to review the thousands of pages of the EIR Report on Overlook Parkway, when as noted below citizens believe they need at least six months for minimal time to review the overwhelming document with its backup appendices that took experts 2 or more years to prepare. Also please note the first month, during the month beginning on December 4 was a holiday month were few had any time to review anything whatsoever. That said we need to thank Councilman Davis for first adding a second month and then recently adding a third month to the review time allowed.

(2)

Background from FMC Jan 4, 2011 handout Citizens need to request 4 more months for a total of 6 months for our review of Overlook EIR The City of Riverside is not providing Citizens of Riverside a FAIR OPPORTUNITY to make public comments this 700 page EIR and another 1,400 pages appendices by limiting the comment period from the date it became available on Dec 4 for two months only, which means over Christmas and New Year's holidays when many people have family gatherings, are traveling, on vacation, and when many groups do not meet. Experts who prepared this document FULL TIME over a period of up to two years, yet they are giving lay people LESS THAN two months to be able to review, research, discuss, meet with others to discuss these 700 or perhaps 700 plus 1,400 pages of very technical documents. A MINIMUM OF 6 months should be provided WITH MANY INDEPTH PRESENTATIONS, and that time period would only provide working persons minimal time for review.

- Increases proposed for Riverside Residential and Commercial Refuse Rates beginning July 1, 2013

2/2

**OVERLOOK PARKWAY and the GATES.** The City appears to be pushing the opening of Overlook Parkway as all options offered include opening Overlook Parkway at some point and NO option keeps it closed. Opinions differ, some want it opened, and some, like Karen Wright believe it is not good for the City or neighborhoods including the Historic Casa Blanca Area, Victoria Avenue, Orange Groves, Rural /Ag/Animal keeping areas, and would destroy a treasured part

of Riverside our Historic Greenbelt which makes Riverside unique and gives residents a place to go to refresh themselves with fresher air, smelling the roses and oranges. Opening Overlook would permanently harm areas indicated above and the health of Casa Blanca Residents.

The map below provides indications of Traffic levels in and around Riverside and shows what levels are BEFORE changes to the Canyon Crest and Overlook (if opened over the arroyo and if Canyon Crest was built out as WROG's TUMP report showed the City had listed both as approved projects on a map showing these as a single project to lead traffic to UCR in my read of the document. this information was not provided, as far as I know, in the Draft EIR or in their traffic numbers) The public was not informed of these facts, I learned of them in a different and unrelated meeting.

3/25 Overlook  
Parkway City of  
Riverside

THESE COMMENTS  
ARE FOR ALL OF THE  
TO as indicated at the  
top of this message  
and was originally sent

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Karen Doris Wright  
4167 Central Avenue,  
Riverside, CA  
92506 comments for  
the record  
regarding EIR and  
Scoping re: Overlook  
Parkway/crystal view  
Terrace/Green Orchard  
Place Project 011-0050  
(and any future  
numbers so designated  
for any extensions  
thereof or connections  
thereto) to Lead  
Agency City of  
Riverside Community

Development/Planning Gus Gonzalez, 3900 Main Street, Riverside, CA 92522 [ggonzalez@riversideca.gov](mailto:ggonzalez@riversideca.gov) and Doug Darnell [ddarnell@riversideca.gov](mailto:ddarnell@riversideca.gov)

and to Colleen Nicole Riverside City Clerk for my public comments at the next upcoming evening public comments at Riverside City Council [city\\_clerk@riversideca.gov](mailto:city_clerk@riversideca.gov)

Friday Marcy 25, 2011 ~ 3:55 a.m. yup that is in the morning.

Attn: Gus Gonzalez, Associate Planner email [ggonzalez@riversideca.gov](mailto:ggonzalez@riversideca.gov)

Attn: Doug Darnell, Senior Planner [ddarnell@riversideca.gov](mailto:ddarnell@riversideca.gov)

Attn: Riverside City Council, Mayor, City Manager, Colleen Nicole City Clerk (please add as my written public comments for the upcoming City Council meeting evening session)

Stop the Overlook Parkway [info@stoptheoverlookparkway.org](mailto:info@stoptheoverlookparkway.org)

Victoria Avenue Forever [info@victoriaavenue.org](mailto:info@victoriaavenue.org)

Comments on the EIR

Riverside City Planning Division

3900 Main Street, Riverside CA 92522

Karen Doris Wright's comments for the written record, solidly against putting through Overlook Parkway, better known to Riverside Citizens as the "Highway from Hell" for many reasons including adverse environmental impacts, violations of building within 1,500 or 1,000 feet of residents due to the deadly impacts of particulate matters, that the building of such an arterial through areas such as neighborhoods and pushing new roads through the greenbelt is against the protections provided by Proposition R and Measure C, and the simple matter that Riverside residents do not need cut through roads that KILLS our quality of life and will shorten residents lives in order to provide arterial express ways for through traffic, mislabeling maps to not make clear that Overlook would cross Alessandro to Canyon Crest Drive and through to UCR thereby hiding that you want to jeopardize some RIVERSIDE RESIDENTS to benefit through traffic to UCR.

Riverside City Council, in my opinion, caters to developers and and certain powerful groups such as UCR without regard to impacts on taxpaying Riverside Citizens. We taxpaying citizens and the area citizens have voted to protect by Measure R and Proposition C should be protected as expanding development will kill our agricultural and rural areas which make Riverside special, and give those of us who live in noxious areas of Riverside a place we can visit from time to time to breath in cleaner, fresher air and enjoy the smells, sounds of the rural and agricultural areas that would be lost should the HIGHWAY FROM HELL be forced through. Citizens, and negative impacts on the limited ar

As such I am

1. The map on page 5 of 10 [http://riversideca.gov/planning/pdf/eir/NOP\\_Final\\_Revised.pdf](http://riversideca.gov/planning/pdf/eir/NOP_Final_Revised.pdf) MISLABELS CANYON CREST DRIVE and falsely labels it as CACUTUS AVENUE. It is shown on this map as the road which runs into Alessandro Avenue on the opposite side of the street as OVERLOOK. As other maps clearly show that CANYON CREST AVENUE goes from Alessandro all the way over to UCR's campus, one must wonder if someone was trying to DECEIVE in putting the wrong name on this map, as it is seeming clear and clear that this **pushing through of OVERLOOK is to benefit UCR at the expense of various Riverside neighborhoods, the greenbelt, Casa Blanca.** Citizens should not be SECOND in consideration after UCR. Citizens lives should not be threatened so some UCR professors or others can commute to some other city. If professors want to teach at UCR let them also live here and bicycle to school. We DON'T need to promote commuter lifestyle in Riverside.
2. At the current time traffic shown on google maps shows that while there is heavier traffic on Alessandro and Canyon Crest, that is NOT TRUE ON OVERLOOK PARKWAY. The traffic is shown fast on Alessandro and Canyon Crest and traffic in the lanes but NO TRAFFIC AT ALL ON OVERLOOK parkway. So if the trumped of traffic counts of this EIR show differently I will not believe them.
3. Overlook Parkway is being represented as an ARTERIAL whereas the Satellite maps clearly show that OVERLOOK PARKWAY is developed as single lanes separated by a very expensive looking grassy median with trees and plantings with turn lanes at various points. So to misrepresent that OVERLOOK is already being used as an arterial is disingenuous and dishonest. Not until after Royal Hunt Ridge Drive are two lanes shown in Overlook Parkway.
4. This document provided mailing addresses only, but in an electronic age everyone uses emails, and I believe the City has email addresses for these organizations but withheld the email addresses to keep some of us from getting in contact with each other quickly and in time to submit more educated comments. [http://riversideca.gov/planning/pdf/eir/NOP\\_Final\\_Revised.pdf](http://riversideca.gov/planning/pdf/eir/NOP_Final_Revised.pdf) Pages 7, 8, 9 and 10
5. The 2011 Satellite map showed that there was the Alessandro Arroyo to be crossed then there was a piece of Overlook Drive and then another area of dirt to be crossed. [http://maps.google.com/maps?q=canyon+Crest+drive,+Riverside,+Ca&oe=utf-8&rls=org.mozilla:en-US:official&client=firefox-a&um=1&ie=UTF-8&hq=&hnear=Canyon+Crest+Dr,+Riverside,+CA&gl=us&ei=qF-MTf-TBpD4swPVm93zCA&sa=X&oi=geocode\\_result&ct=image&resnum=1&ved=0CByQ8gEwAA](http://maps.google.com/maps?q=canyon+Crest+drive,+Riverside,+Ca&oe=utf-8&rls=org.mozilla:en-US:official&client=firefox-a&um=1&ie=UTF-8&hq=&hnear=Canyon+Crest+Dr,+Riverside,+CA&gl=us&ei=qF-MTf-TBpD4swPVm93zCA&sa=X&oi=geocode_result&ct=image&resnum=1&ved=0CByQ8gEwAA)
6. The Alessandro Arroyo is quite pristine looking and it would be best left along such that not bridge was built with debris and dust and other matter that could be carried downstream and negatively impact Riverside endangered Santa Ana Sucker that is threatened due to dust/mud impacting its spawning areas. I see no reason to muck up this pristine area so that the air quality can also be further diminished, to aggravate local animals and residents with noise, particulate matter, trash and the like. I VOTE NO NO NO to building a bridge over this pristine area to cater to commuters and to downgrade the quality of life of both Riverside residents and animals and plants in the arroyo
- 7.
8. Against putting a bridge over the Alessandro Arroyo to connect OVERLOOK PARKWAY
- 9.
10. Against extending OVERLOOK PARKWAY toward the proposed Bridge segment over Alessandro Arroyo

11. Against ANY AND ALL possible new routes ANYWHERE THROUGH THE GREENBELT to push OVERLOOK PARKWAY or any other newly named roads that would carry OVERLOOK PARKWAY traffic to the 91 Freeway
12. Against any routing of OVERLOOK PARKWAY TRAFFIC within the Greenbelt.
13. Against any routing of OVERLOOK PARKWAY TRAFFIC along VICTORIA as that would destroy a road that retains the rural/agricultural flavor of Riverside and change it into a common arterial/freeway/HIGHWAY FROM HELL.
14. Against any routing of OVERLOOK PARKWAY TRAFFIC crossing VICTORIA at any point.
15. Against any expansion of any street (however named) with residences along the street wherein it is changed from a street with little traffic into what is essentially an arterial as this ROBS citizens of air quality and therefore health and likely will result in cancers, asthma, shorten lives and early deaths. I know as I live on Central which was widened and widened again from one lane in each direction to two lanes in each direction plus left turn lanes. In my family there have SINCE been 4 cases of cancer all which would have killed, all four family members had major operations/radiation treatments/other experimental treatments and two were lucky to live and did so only because their cancer was discovered on accident. Another family member also died early, and In my opinion that death may also have been contributed to by the deadly particulate matters put off by cars driving by and idling out in front of our house. We can no longer work or spend time outside due to both the bad air and also due to the loud traffic noise.
16. Against OVERLOOK PARKWAY changes that are being presented as some minor changes on segments of a road, which I believe those pushing this EIR and changes are misrepresentation to the public in pieces when a HIGHWAY FROM HELL is planned to carry heavy traffic, tens of thousands of cars through the neighborhood from OTHER AREAS off the maps shown.
17. Against OVERLOOK PARKWAY as I strongly feel, and believe I know from my experience essentially living on the CENTRAL/BROCKTON/MAGNOLIA intersection on Central, that the project 40,000 cars/trucks/vehicles per day is TOO LOW and will be MUCH HIGHER, perhaps double or more and no such traffic from 40,000 or up should be pushed through residential area OR through our Agricultural or Rural areas.
18. Against OVERLOOK PARKWAY for SAFETY REASONS AND CONCERNS as this high level of fast moving traffic will result in deaths, and should NOT BE ON RESIDENTIAL STREETS. I know I live on Central near Brockton and we have numerous accidents every year directly in front of our house or within a house or two. I believe many of these accidents are due to the speed as drivers seem to view Central as another HIGHWAY FROM HELL, and it has become a HELL of ACCIDENTS, DEATHS BY CANCER, filth due to heavy levels of particulate matters wafting over our freshly washed cars, and into open windows and doors, and covering every surface.
19. Against OVERLOOK PARKWAY being widened or made into a four lane street (two lanes in each directly) in any area where it is residential OR agricultural/rural.
20. Against OVERLOOK PARKWAY being used as an arterial and in particular as an arterial for ANY THROUGH TRAFFIC, OVERLOOK PARKWAY should be limited to neighborhood traffic from the immediate neighborhood and not through traffic passing through from other areas.
21. Against OVERLOOK BRIDGE because I would like to see the Alessandro Arroyo remain as unfettered as possible, and give the varmints a peaceful place to move around and live.
22. Against opening either gate now locked as we do not need pass through traffic sneaking though neighborhoods.
23. Against OVERLOOK PARKWAY as I have been told it is designed to benefit folks commuting from Orange County to work at UCR, and I do not believe it is right to encourage long distant commuters over local residents. If folks want to work at UCR they can buy homes and live nearer rather than polluting our neighborhoods, and shortening our residents lives with cancers caused by particulate matters so they can get to work faster.
24. I am against OVERLOOK PARKWAY as I feel money spent would be WASTED ON THAT PROJECT, that Riverside Citizens should not be PAYING FOR MORE POLLUTED AIR and that

money would be better spent to support LATE EVENING and LATE NIGHT BUS SERVICE to get Riverside Citizens out of their cars and to let those citizens who cannot drive such as our Blind Olympian, and others have a means to get to the doctors and emergency rooms evenings without use of an ambulance, to get to City Council meetings or meetings such as about the EIR for which many were denied attending due to the lack of late evening transit, or to get to events such as at the Fox, Downtown, International Film Festival in non gas/non diesel vehicles which will reduce the pollutants in the air. INSTEAD USE THAT MONEY ON BUS SERVICE WITHIN THE CITY OF RIVERSIDE BOUNDARIES and work with other Cities such as MORENO VALLEY to add better transit there as well.

25. Against a future connection of OVERLOOK PARKWAY via a new road to the 91 freeway, including through the greenbelt and/or along Washington or Victoria Avenues.

26. Against routing OVERLOOK PARKWAY along Washington as I consider that to be a road through a rural corridor, which leads to the Riverside Rancheros, and which citizens can visit from time to time to smell nature so to speak, something which you cannot do in many Southern California Areas.

27. Against OVERLOOK PARKWAY as Riverside would lose a rich and compelling area, which differentiates it from other cities in Southern California, and which puts it in a class, a bit like the City of Woodside CA, known for its fresh air, rural atmosphere, and lack of arterials, at least major four lane roads. As such Woodside is one of the 33 richest cities in America, drawing citizens who PREFER the rural/agricultural/horses/animals lifestyle, while many own large corporations or businesses. Woodside actually is a mix of rich and horsey and simple folks, sort of like our greenbelt area. Some greedy ones want to push growth to make more bucks, but Riverside needs to MAINTAIN AND PROTECT ITS GREENBELT AREAS from ALL ATTACKS OF so called progress and OVERLOOK PARKWAY the HIGHWAY FROM HELL is certainly designed to RUIN OUR GREEN BELT.

28. FOR NO BRIDGE over Alessandro Arroyo.

29. **I want both GATES, those on Crystal View Terrace and on Green Orchard Place to remain CLOSED.** If people don't like those gates, they may consider selling their current homes and moving to a more accommodating location.

30. **The gate needs to remain closed on Green Orchard Place as a collector road it may be used to promote through traffic and there should be no through traffic on OVERLOOK PARKWAY.**

31. It seems that the EIR provides FOUR WAYS to remove the gates and is NOT considering LEAVING THE GATES CLOSED. **Scenario one** seems to assume OVERLOOK WILL BE OPENED. **Scenario 2** removes the gates and does not connect OVERLOOK PARKWAY but allows through traffic via the opened gates including traffic on collector road Green Orchard Place. **Scenario 3** leaves things wide open with both gate open AND a Overlook Parkway connected so a flood of traffic may go through, all that through traffic that will destroy the neighborhood the air quality, the quiet, the quality of life and more, and worst of all is Scenario 4 removes both gates, connects Overlook Parkway and extends it to connect to 91 via one of several ways including down Washington or through the greenbelt which is the worst of all four scenarios, and it circled an area which it called a STUDY AREA but did NOT EXPLAIN WHAT THAT MEANT, but it seems that all four Scenarios are designed to lead to Scenario 4. In typical **Riverside fashion the choice given are only the choices the CITY WANTS and not the CHOICE CITIZENS (and I) want which is to NOT CONNECT OVERLOOK, NO BRIDGE, NO EXTENSION, Keep both GATES CLOSED**

32. Please note that **WHEN UCR SPRING BREAK is noted as a matter of importance on the calendar onsite** <http://riversideca.gov/planning/pdf/eir/2011-TrafficCountCalendar.pdf> which lends support to the rumor that I heard that pushing OVERLOOK PARKWAY THROUGH was to benefit professors or perhaps students of UCR. I cannot see why if this is a change to benefit LOCAL RESIDENTS why UCR's schedule would matter. UCR was NOT included on the maps

provided at the scoping meeting. So way are they considered on the count schedule page 3 <http://riversideca.gov/planning/pdf/eir/2011-TrafficCountCalendar.pdf>

33. The Count Calendar also noted when Hawarden Hills Academy closed and RUSD closed and seemed to do their counts prior to both of those two facilities closing. Also during the period when counts were taken, no counts were taken on the date when RUSD closed.

34. Traffic Counts related to gate closures would seem to be bogus as you announced the counts such that those wanting to KEEP THE GATE OPEN could drive back and forth to impact the counts in their favor. Because citizens were told it seems that the counts cannot be objective and over counts not reflective of the true traffic would be taken. The City is essentially telling those who want the counts to be high WHEN TO GO OUT TO BE COUNTED by specifying the dates intersection and tube counts would be taken.

35. Agree with speakers at the meeting held in Riverside City Council Chambers at which I also spoke (believe it was held Wednesday, March 9, 2011 at 6:30 pm, including Victoria Club Forever and speaker Frank Heyming that **the City of Riverside and or powers that be should take OVERLOOK BRIDGE OFF THE GENERAL PLAN, now and forever.**

36. **Against adding traffic to Washington by connecting it to OVERLOOK PARKWAY, as that street cannot currently handle the additional traffic and also I do not want the character of Washington changed to accommodate through traffic, and disrupt the rural nature of the area, which includes citizens hauling horses to events at the Riverside Rancheros.**

37. **Why OVERLOOK PARKWAY should not be opened (see numbers . . .**

38. **Opening and making OVERLOOK PARKWAY into a major thoroughfare or arterial would grossly increase traffic much more than just traffic from residents within the area, but the predominate traffic would be pass through traffic. I AM AGAINST OPENNING OVERLOOK TO PASS THROUGH TRAFFIC.**

39. **Increased traffic would expose adjacent homeowners to deadly particulate matter that travel about 1,000 to 1,500 feet from the roadways and therefore would negatively impact the health of all who live within that distance from the road, because residents would breath in the particulate matter which causes cancers, lung issues, asthma, shortens lives, and DEATH, such as I have experienced in my family. We are living proof of what the future will bring to residents of OVERLOOK PARKWAY if the the road is changed (illegally in my opinion) into an arterial and citizens are forced to breath in the resulting deadly air qualities to come, as it did here at Central/Brockton/Magnolia.**

40. **I live on Central Avenue at Brockton and I know what it is like to live on a major arterial that SHOULD NEVER HAVE BEEN MADE an arterial as it does not have the width and as the road is solid houses from Brockton to hillside with schools, churches, senior housing and homes all along Central in this section. Two family members are DEAD of cancer despite major cancer operations including the removal of part of a brain, radiation treatments and experimental treatment which allowed excruciating pain to continue , and two others survived after 3 major cancer operations and radiation treatments. However**

these latter to would not have lived, had they not had other medical issues that required x-rays and good reviewers who noted the growths which were not related to the purpose for the x-rays being taken. **THIS IS A TOTAL OF 4 MAJOR CANCERS IN JUST ONE HOUSEHOLD, WITH TWO DEATHS, and TWO WHO WERE NEAR DYING** had the operations not been done when they were done.

41. The City of Riverside has a **HISTORY** a practice and pattern of of building housing next to deadly roads much closer than the minimum 1,000 feet (should be 1,500 feet away) limit where no houses should be built. The expansion of a neighborhood street and connecting it up intentionally and widening it to make it into an arterial type street, has the same effect as building housing next to a street known to put out deadly particulate matter. If the City of Riverside and this EIR try to make **OVERLOOK PARKWAY** into an arterial, **HIGHWAY FROM HELL** with heavy through traffic then you are sentencing the residents to an early death, from cancer, lung issues, asthma because you are placing those **EXISTING** Home **TOO** close to the heavy traffic as it will be much closer than the 1,000 to 1,500 feet that the deadly particulate matter travel and the range within residents would be forced to breath in the particulate matters, children, parents, elderly folks all would be negatively impacted by your decision if you **IGNORE MY COMMENTS** and do **NOT** do your homework about particulate matter. You cannot rely on what Riverside's Mayor or City Manager or City Council or City Staff do as they have a **HISTORY** of **IGNORING WHAT IS RIGHT** and **PUSHING THROUGH UNHEALTHLY PROJECTS** such as building moderate and low income housing directly adjacent and much less than 1,000 feet from the 91 freeway as they did with that housing on one very long block on Indiana Avenue. The City Council, Mayor, and City Staff also pushed though a housing complex directly adjacent to the 91 freeway, next to Magnolia and also to a freeway onramp despite the fact that if new residents who will live their in the future will be impacted if they open their windows to breath in the deadly particulate matter from heavy traffic on the 91 freeway, Magnolia and the onramp/offramp. The City of Riverside lacks scruples and does not direct the City staff to protect citizens, but seems to direct the staff to place housing in deadly zones, and knowingly harm lives of future residents in Riverside. Our City Council and City Manager and City staff are heartless in this regard, because they are taking actions in favor of developers or people who want those who were living along Indiana pushed out, and **NOT ONE OF THEM CONSIDERED THE HEALTH IMPACTS AND EARLY DEATHS AND SUFFERING THAT WOULD RESULT FROM THEIR DECISIONS.** I say shame on the Riverside City Council, Mayor who is on the Air Quality Board or whatever it is called, the City Manager who could care less about the citizens so long as he pulls down the big bucks he negotiated for himself and the City staff who fear for their jobs so do what they are told.

42. Again I heard that **OVERLOOK PARKWAY** is being pushed by City officials to benefit people and professors at University of California at Riverside who live in Orange County and commute to UCR. The Mayor of Riverside is hooked into UCR and has donated money and has favored UCR so it seems that there could be some truth to this rumor. If it is true that **OVERLOOK PARKWAY** is being pushed to benefit high paid folks who want to commute from Orange County, I **AM AGAINST THAT** as Riverside Citizens lives should not be shortened, they should not get cancer, their children should not suffer from asthma because some University professors want to live in Orange County with the **FRESH COASTAL AIR.**

43. Riverside needs to focus on **LOCAL CITIZENS, LOCAL RESIDENTS** of Riverside in regards to its roads through neighborhoods and through our rural areas. **NO PASS THROUGH TRAFFIC** should be imposed on these areas.

44. Riverside also needs to **PONY UP SOME MONEY** to help local residents with **BUS TRANSIT**

that is natural gas based and designed not to pollute, THAT IS WHERE OUR MONEY SHOULD BE SPENT.

45. Riverside has spent tens if not hundreds of millions on roadways for CARS/VEHICLES and that money needs to be pulled back and spent on BUSES/BICYCLE LANES/WALKABILITY and more. Riverside has been closing businesses by eminent domain and the threat thereof and thereby forcing people into cars to drive for services which we could previously walk over to get. Center Lumber on Magnolia is just one tiny example. Riverside provides lip service to being green when in reality anything that makes a buck, or keeps favored contractors, developers, road builders working gets a green light whether or not it makes sense in the long term for Riverside.

46. I hereby incorporate the VERBAL COMMENTS and statements made at the Public Scoping Meeting at the Riverside City Council Chambers on March 9, 2011 at 6:30 pm regarding Crystal View Terrace, Green Orchard Place, Overlook Parkway of Frank Heyming, Mary Humboldt, Terry Frizzell as well as other speakers AGAINST putting OVERLOOK PARKWAY through, AGAINST BUILDING A BRIDGE to connect OVERLOOK PARKWAY, AGAINST OPENING THE GATES into my written comments. I have not been able to find where this was recorded but to my understanding it was recorded and by reference I include all there comments as my own herein.

47. I believe this Scoping meeting to have been DECEPTIVE as the maps did not clearly identify the intentions to build thought the greenbelt but circled the area and mentioned study without making clear that your plans were to build through the greenbelt area. Therefore it is possible that many more people would have commented against doing so, but the MAPS SHOWN WERE DECEPTIVE AND INTENDED to deceive in my opinion and obscure your intent to build through the greenbelt.

**48. The meeting also did not produce as many comments for keeping the two gates closed**

49. As part of the deception the EIR/SCOPING and maps did not SHOW ON A MAP HOW OVERLOOK PARKWAY WOULD BE CONNECTED THROUGH RIVERSIDE and over TO UCR AND BISECT CASA BLANCA AREA. To not show the FULL SCOPE of the ROADWAY TO BE CONNECTED is to deceive the public so the City of Riverside could stop outright or mitigate negative comments that would be forthcoming AGAINST the pushing through of OVERLOOK PARKWAY if citizens realized the truth of how you plan to push OVERLOOK PARKWAY through.

50. To make some matters more clear I will hereby incorporate text from **the STOP THE OVERLOOK PARKWAY** website to include the following: **PROPOSED "HIGHWAY FROM HELL" TO CUT RIVERSIDE IN HALF!** 40,000+

Cars A Day Will Go Through Riversides' Hillcrest, Hawarden Hills, Greenbelt and Casa Blanca Communities Via Overlook Parkway . Unknown to most city residents, some Riverside City Bureaucrats in concert with other officials have been aggressively pursuing the construction of a major commuter expressway through the heart of Riverside and a number of its most sensitive residential areas.

According to documents obtained from the city, and statements by city officials in a public forums, a terrifying view of up to 20,000 (40,000 estimated for 2012) or more cars a day, mostly from Moreno Valley, will use the expressway once built. Dubbed "The Highway From Hell", by opponents, the expressway is seen as a giant step backwards in denigration of life for all those living along its planned corridors.

Seemingly the brain child of City Officials, in order to keep some public workers employed in these economic down-times, the expressway would be accomplished by connecting two separate sections of Overlook Parkway with an expensive new bridge. The proposed expressway would then go from Alessandro Blvd. to the Riverside Freeway (SR91) via a widened and lengthened Washington St, or (illegally) across Greenbelt land to Madison St. ([see map.](#)) The expressway would effectively link Moreno Valley to the Riverside Freeway at Madison Street, routing 40,000 cars a day directly through residential areas and our beautiful Greenbelt.

**Those areas to be most effected are:**

## Hillcrest and Hawarden Hills

Two of Riverside's most prestigious residential areas, are presently reached by alternate ends of the present Overlook Parkway. City Bureaucrats believe it is necessary to construct a bridge connecting these two existing sections of residential roadway. The new bridge, reached by alternate ends of the present Overlook Parkway, once built, will initiate an enhanced traffic uptake from Moreno Valley to the Riverside Freeway that all agree will be impossible to stop or control (including increased crime. [see map](#))

## The Greenbelt

Known for Victoria Avenue, citrus groves, bike paths, horse trails, and tranquil serenity will forever be changed with traffic, noise, litter and air pollution from 40,000 cars a day.

## The community of Casa Blanca

Already bordered by the Riverside Freeway, it will be effectively divided in two. If completed, the expressway will also necessitate a multimillion dollar railroad underpass (grade crossing) at Madison St and the 91 Freeway to ease the long miles of congestion.

## Major Concerns of Opponents

**If constructed, the proposed expressway will invariably bring environmental pollution, noise pollution, increased crime, and traffic congestion right to the door steps of virtually every home in these four communities. Street gangs will have direct access to the heart of our residential areas for their drive-by shootings, dope deals, burglaries and the preying on of children. The existing Overlook Parkway privacy wall will in all probability become a miles long graffiti billboard as rival gangs stake out their "turf". Proliferation of litter will become commonplace. Increased police patrol, from already understaffed city services, will further tax our limited resources. Long gone will be the serenity, privacy and tranquility that many have worked so long and hard to acquire.**

## Why Does Anyone Want The Expressway?

No one seems to have any truly valid reasons why this expressway should be built through quiet neighborhoods, other than to "Alleviate future regional transportation congestion." This technojargon may be translated as: 1.] "regional transportation congestion" must mean Moreno Valley; and 2.] If greater access to traffic strangled Moreno Valley is created, then low-cost-housing-hungry workers from Orange County will be attracted to Moreno Valley. This of course means more new housing construction, big profits for special interests, and increased traffic, noise, crime, destruction of our quality of life.

## QUESTIONS AND ANSWERS

- [Q. What can we as neighbors do to keep this "Highway From Hell" from destroying our neighborhoods?](#)
  - [A. Call your council members, write them letters, send them email. Send letters to the Open Forum at The Press Enterprise. Talk to your neighbors. Check this website frequently for updated news.](#)
- [Q. How will this proposed "Highway From Hell" affect our lifestyle?](#)
  - [A. We will experience unbelievable amounts of increased traffic congestion, more noise, more trash, more graffiti, more crime. It will be easier for the criminals to get into and out of our neighborhoods. More aggravation, more stress.](#)
- [Q. Haven't the Overlook Parkway extension and connections to the Madison St./91 Freeway been on the general plan for many years?](#)
  - [A. Yes. However, 40 years ago Moreno Valley as we know it today did not exist. There were Sunnymead](#)

[and Edgemont - bedroom communities for farmers and March Air Base personnel. Now there are over 200,00 people living here. \(The Moreno Valley 2006 General plan estimates 160,000 commuters used the highway 60/I-215 corridor to get to the 91 Freeway and destinations West. interchange.\) The population change from 2000 is approximately a 35% increase, and it is still growing!](#)

- [Q. Is there an alternate plan to get the traffic from Moreno Valley to the Riverside Freeway instead of through our neighborhoods?](#)
  - [A. Yes - a very intelligent one. Over the last 20 years the 60/215 Freeway through the Box Springs Corridor and the 91/25/60 Interchange have made tremendous improvements for traffic flow from Moreno Valley. Also improvements to Van Buren Blvd have been implemented and further improvements to the Riverside Freeway and Van Buren Blvd are in the works. A circular beltway around our beautiful city also makes excellent sense.](#)
- [Q. How much time is left to convince the City Council that our neighborhoods do not want this atrocity introduced into our community?](#)
  - [A. Right now the Riverside Planning Division has distributed a Scoping document to over 100 individuals including many organizations such as: The City of Rialto, The Port of Long Beach, the BNSF Railway, CA Fish and Game and many others. \*\*The City is preparing for a big project.\*\*The first meeting with the City Planning Division is March 9, 2011 6:30 p.m. at the Riverside City Council Chambers. We don't have much time, but we are organized and determined. We have been consistently getting the City to fall back and retreat many times since the 1960's \(they wanted to bulldoze Victoria Avenue. Unbelievable!\) In all the many times where Proposition R and Measure C were attacked and litigated, \*\*we won every single time!\*\* Including in the State Supreme Court. Proposition R and Measure C were put into law by the People and can only be withdrawn by a majority vote of the People.](#)
- [Q. How can I personally help?](#)
  - [A. We need volunteers to get the word out. Email us with your contact information](#)
- [Q. How can I get involved? I really don't want to see this 'Highway from Hell' put in?](#)
  - [A. We have a highly motivated grass roots organization needing people to contribute in many different ways. Please email us for someone to address your message.](#)
- [Q. I thought that the widening of streets in the Greenbelt is illegal according to Proposition R and Measure C?](#)
  - [A. The City may make improvements to these streets, however according to Measure C, section 5, paragraph c, item 2 "\*\*Protect Greenbelt streets from heavy traffic.\*\*" Furthermore, item 3, \*\*Minimize the extension of City services and urban infrastructure into agricultural land areas, except as needed for agricultural purposes.\*\*" Finally, item 4, "\*\*Develop and implement public service and infrastructure standards compatible with and appropriate for agricultural lands.\*\*" It is obvious that connecting Overlook Parkway to facilitate the movement of traffic from Moreno Valley to the 91 Freeway does nothing to further the agricultural purposes of the Greenbelt.](#)

51. As you can see from some of the text from the Stop The Overlook Parkway website there is much that those presenting the information at the Scoping meeting and EIR did not share with citizens, such as the connection of OVERLOOK PARKWAY and the splitting of Casa Blanca an area already heavily impacted by Downtown Riverside, and squeezed by the University on the other side, subjected by the Metrolink and new Transit Center and now you want to add other impacts on this over impacted neighborhood? I say NO NO to more negative impacts and more traffic or any ROADWAY FROM HELL going through Casa Blanca.

52. Please take note of the fact that OVERLOOK PARKWAY and extending it through the greenbelt does NOT meet the stipulations in Proposition R and Measure C as delineated in the text from STOP THE OVERLOOK PARKWAY website as shown under point 35 above.

53. The sad fact is the Riverside's Mayor, Riverside's City Council, Riverside's City Manage are destroying Riverside at a rapid rate, and not to the benefit of citizens. They want to destroy the Greenbelt and have been hacking away at it by dribs and drabs. Just like they want to DESTROY the MARCY BRANCH LIBRARY and PARKING LOT on CENTRAL by trading it to the Lucky Greek who will gut the building, install the food equipment then decide to sell at which time the city will use its

buy back provisions to pay the Lucky Greek famously for gutting the building under the guise of improvements, then use the gutted building as an excuse to bulldoze the library shell so they can get on with whatever development they have had in mind ALL ALONG and have discussed with the owner of the nearby bicycle business who was told he would be taken care of as well. Same is true for the Greenbelt, after you have RUINED IT BY CHOPPING IT UP with a freeway, well then it is too late, it is already ruined so a few more condos/businesses etc will be pushed through by our ignorant and developer focused city leaders.

54. The Scoping meeting was held in the evening at 6:30 but some who take public transit could not travel to speak as meetings run late and they cannot get home. Until such time as the City of Riverside provides funding for evening bus service NO PUBLIC MEETING IS TRULY PUBLIC WHEN A LARGE PERCENTAGE OF THE CITIZENS CANNOT ATTEND.

55. Also notice of such meetings is hard to find out about for many. The City DOES NOT Advertise such meetings in the monthly mailers mailed to citizens homes, and not on the front page of its website. None of the events calendars include such meetings. I looked just now to find information on YOUR WEBSITE and could NOT FIND WHERE THIS END DATE of comments and could NOT FIND IT ON THE RIVERSIDE WEBSITE, so I find that to be DISHONEST in that citizens who may want to comment and visit the website would likely, like myself, be unable to find the webpage by visting the City of Riverside website <http://riversideca.gov> Not everyone comes supplied with a specific webpage and I find it DISHONEST to bury the information and not have it easily accessible so citizens may comment.

56. Whether you call it OVERLOOK PARKWAY, an EXPRESSWAY, an ARTERIAL, COMMUNTER EXPRESSWAY, HIGHWAY FROM HELL, or FREEWAY THROUGH RIVERSIDE or whatever you call it, it all means the same to me, too much traffic on residential streets , and traffic traveling at too fast a speed should not be tolerated or allowed and would not be in a community that cared about its residents.

57. If you want the OVERLOOK PARKWAY connected to carry traffic from Orange County to low cost housing in Moreno Valley, I say NO NO and again NO. Do not allow our residents to be subjected to particulate matter from car/truck/congestion/idling/racing cars, and the noise, trash DUST and debris from accidents which all that traffic will entail. Do not turn Riverside's quiet residential areas and greenbelt into freeway/arterial and so ENCOURAGE MORE COMMUTERS, MORE PARTICULATE MATTER into RIVERSIDE WHICH SUFFERS FROM ONE OF THE WORST AIR QUALITY IN AMERICA.

58. Riverside's AIR QUALITY STINKS. Riverside thinks it can be like all these other great cities, but almost all those great cities are on the coast and the wind blows away the bad air and makes dense housing compatible with traffic as the bad air is blown away several times a day. That is NOT TRUE in RIVERSIDE. The air is bad and in the summer it gets worse as the air stills and the particulate matter concentrates. By adding more throughways/arterials through our greenbelts and residential areas you are ADDING to and making worse our bad air problems, and taking away the fresher air areas where some of us go occasionally to enjoy the fresher air.

59. INSTEAD OF A PUTTING OVERLOOK PARKWAY THOUGH Riverside needs to concentrate on moving citizens to use of buses in and around Riverside and get them out of gas guzzling cars, and walking, bicycling and using buses. THAT IS WHERE OUR MONEY AND ENERGY SHOULD GO.

60. I live in RIVERSIDE's DEATH ZONE on CENTRAL near BROCKTON, I know of what I speak, and I don't want others to suffer as we have suffered in death in the family, major cancer operations,

not being able to go out and work and play in the yard due to the BAD AIR, wanting to just LEAVE TOWN during the WORST PART OF THE YEAR to get away from the DEADLY AIR, and go somewhere where we can BREATHE CLEAN AIR, we don't just give that lip service, we leave because it is UNHEALTHY TO LIVE on BUSY ATERIALS IN RIVERSIDE. My mother has owned this house for about 63 years. It was once a nice place to live with clean air. We played baseball out in front and spent time on our front yard. Then the City wanted to widen the street as Riverside wants to do on OVERLOOK PARKWAY. They widened it two or three times. Now we cannot use the front yard, and not event the back yard really. Now we have 4 family members with cancers, two dead. Thanks a lot Riverside. And our requests to get a 5 ton weight limit to remove a few of the diesel trucks, and reduce the particulate matter just a little, has gone on deaf ears at City Council and our Councilman Rusty Bailey could care less about the Citizens who live on Central Avenue, but seems to be catering to the car resellers and others who benefit from our suffering. No one on Riverside City Council cars and the Mayor who brags about being on the Air Resources Board does nothing about Air issues, he seems useless and his time on the Board seems wasted. And because of his lack of attention to this matter future citizens will get cancers, lung problems, asthmas and some will die earlier then they should have. They can thank Mayor Loveridge and the City Staff for not fighting for their best interest to keep housing out of DEATH ZONES.

Should say that to hold a meeting such as was held on March 9, 2011 at 6:30 in the Council Chambers with not prior access to the documents or maps, is to NOT GIVE citizens a fair chance to fully comment. Also I did not hand in my comments at that time as I was told I would not be able to view the comments online. To deny citizens the ability to view comments, is also to SHUT OFF public comments as someone may have made a comment I would have made if I thought of a particular issue. In effect the City of Riverside is trying to control and limit the comments, and is trying to ensure comments will not impede what they want to do. The City of Riverside is NOT really interested in having a full discussion of citizens and citizens interests or what citizens want. The City wants to be able to say they had a meeting and that NO SPECIFIC COMMENTS blocked this or that thing the City wants to do.

The whole thing seems designed to PUSH THROUGH OVERLOOK PARKWAY because there was really no option that stated OVERLOOK would not be extended, would not have the bridge built would be pulled off the plans permanently and in addition both gates would remain closed. As this scenerio as an OPTION WAS NOT OFFERED, the City has already made up its mind to move ahead, despite the fact that it is not in the best interests of Riverside citizens to do so.

**So I ask you respectfully to not gloss over these issues as has become a pattern and practice here in the City of Riverside to ignore the health of Riverside Citizens for the benefit of developers and to fill some pockets somewhere with money at the cost of citizens lives or quality of lives.**

Such matters are not supposed to be about pushing though whatever benefits developers.

**Citizens should come first, our health, protection of our few greenbelts and rural areas.**

Citizens best interest, health and safety should come before drive through traffic from other communities such as Orange County and Moreno Valley and UCR professor traffic.

Not only is it right but it makes good sense to maintain agricultural areas where we can grow green vegetables not just for times of disaster but for year round eating. Diabetes, Cancers, Heart Disease can all be mitigated if people eat healthier and rather than bring in more arterials and bad air to kill residents, why not instead protect and promote our agricultural area and give agricultural folks breaks so they can survive and residents can benefit. Protect the agricultural and rural areas and keep out developers and keep out arterials/expressways and the like from residential and rural/agricultural areas of Riverside.

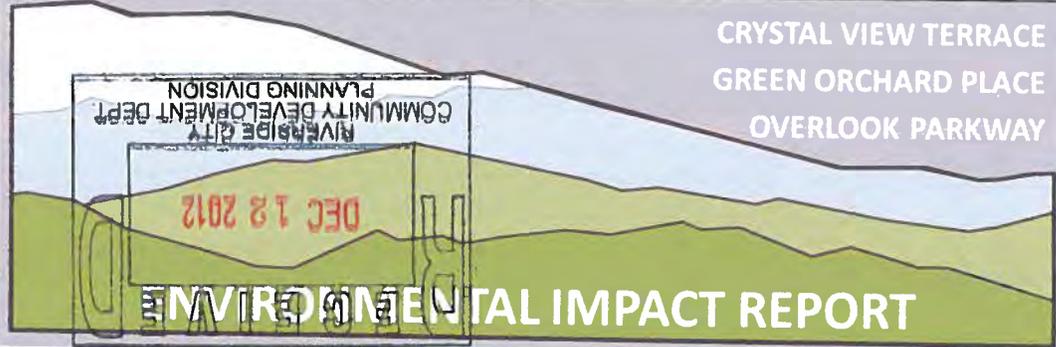
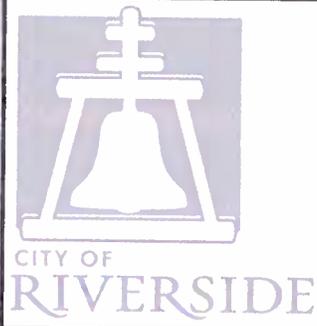
Karen Doris Wright

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## 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 [DJenkins@riversideca.gov](mailto:DJenkins@riversideca.gov). All comments must be received no later than **Friday, February 1, 2013 by 5:00 p.m.** Thank you.

**Comments:** I am STRONGLY AGAINST building Bridges over any Arroyo in order to connect OVERLOOK PARKWAY, which provides an FREEWAY/EXPRESSWAY from the 91 freeway to University of Southern California; and would aggravate already overburdened streets with County traffic. I am against making overlook into a major traffic carrier which will be used by 40,000 cars + Trucks and likely hire levels of traffic which will <sup>cause</sup> NEGATIVE SIGNIFICANT degradation to air quality and to sound impacts levels. (1) Particulate matter from diesel trucks and vehicles and gas, ~~will~~ will severely negatively impact Residents within 1,500 ft of ~~the~~ overlook  
(see backside)

Use back of sheet if additional space is necessary.

Name (please print): Karen Doris Wright Signature: Karen Doris Wright

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

E-mail Address: twodogkd@yahoo.com

OPPOSED TO OPTION 3

OPPOSED ~~FOR~~ OPTION 4

Comments:

If the EIR only was placed on street last week 700 pages - 1400 + executive summary, then holding comment periods without first giving presentation and giving citizens time to review is NOT a fair attempt to get good comments. To provide ONLY 60 days to receive comments with a final deadline of Feb 1 (Dec 4 - Feb 1 2013) is NOT a fair and good faith opportunity for citizens to comment. The city and contractors took months and years to prepare complex document 700 pages long but IS NOT PROVIDING citizens adequate time to review, understand discuss or provide reasoned comments after review. Pushing this during this during the holidays Christmas and new years is to intentionally deny citizens adequate time to review and comment. (STOPOVERLOOK.PARKWAY.ORG)

I hereby incorporate all the comments against building bridges over OVERLOOK along whether one or two and other information against connecting the Freeway/Expressway overlook will become to UCR

- severe negative IMPACTS which cannot be mitigated will negatively impact the HEALTH of residents the particulate matter / gases impacting homes within 1500 including homes in Casa Blanca and neighborhood along overlook
- This will hurt the air quality + tranquility of the greenbelt and Adams has businesses and is under; and was not considered a precious area / Rural area because

Traffic will demonstrate and ruin the area