2.0 Project Description

2.1 Project Overview

The Crystal View Terrace/Green Orchard Place/Overlook Parkway Project (Project) involves the local roadway system in the eastern portion of the City and southeast of State Route 91 (SR-91). The Project analyzed in this Draft Environmental Impact Report (DEIR) includes four different 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 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 the Proposed C Street constructed west of Washington Street:** 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 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 decision to analyze all four scenarios at an equal level of detail provides a comprehensive approach to the analysis of the circulation options available to the City. A preferred project (or scenario) has not been identified. By addressing all four scenarios in an equal level of detail, decision makers will have sufficient information in the EIR necessary to select a preferred scenario.

2.2 Project Background

In May 2001, a subdivision (TM-29515) was approved to extend a road (Green Orchard Place) to ultimately connect with an existing segment of Green Orchard Place built on what was then unincorporated County land. To avoid having significant volumes of cut-through traffic using this local residential street, the City approved a condition of the map and a mitigation measure of the related Mitigated Negative Declaration (MND) prohibiting any connection between the two street segments "until the Overlook Parkway extension across the Alessandro Arroyo has been completed." Also included as a condition of approval was the provision that a vehicular barrier be installed at the northerly end of Green Orchard Place (identified as “L” Drive in Project plans) which would not be removed until the Overlook Parkway connection across the Alessandro Arroyo is in place.

In February 2006, the City approved another subdivision map (TM-29628) that included the extension of Crystal View Terrace from Overlook Parkway to connect with an existing stretch of Crystal View Terrace that extended from Berry Road on what was then unincorporated County land. The City also adopted a condition of approval and a mitigation measure of the accompanying Environmental Impact Report (EIR) requiring "a barrier strip at the [then] City limits along Crystal View Terrace be installed until Overlook Parkway is connected to the east across the Alessandro Arroyo and to Alessandro Boulevard." This condition was expanded by a mitigation measure in the EIR that required that a gate be installed to allow for emergency vehicle access, but otherwise prohibit through traffic.

Prior to approval of the current General Plan 2025 in 2007, the circulation network set forth in the 1994 General Plan had not yet been completed. A key feature of the 1994 General Plan that had not been constructed includes the linkage of Overlook Parkway (connecting the Alessandro Heights and Canyon Crest neighborhoods). The General Plan 2025 Circulation and Community Mobility Element Master Plan of

Roadways (Figure CCM-4 within the General Plan 2025) includes this connection, and also contemplates a future connection from Washington Street to SR-91, although no alignment is specified.

The City's Master Plan of Roadways identifies two new roads as Proposed A Drive and Proposed B Drive, which have since been developed as Kingdom Drive and Green Orchard Place, respectively. Based on this naming convention established in the General Plan 2025, the proposed connection between Washington Street and the intersection of Victoria Avenue and Madison Street within this DEIR will be referred to, as "Proposed C Street." In addition, the City's General Plan 2025 has polices that refer to the "[western] extension of Overlook Parkway." Both references are synonymous and apply to the same future connection westerly of Washington Avenue to the SR-91.

General Plan 2025 includes a policy to "prohibit the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo." General Plan 2025 Objective CCM-4 and the four related policies are detailed as follows:

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

> **Policy CCM-4.1:** Limit the Overlook Parkway completion over the arroyo to a two-lane roadway within a 110-foot right-of-way.
>
> **Policy CCM-4.2:** The connection of Overlook Parkway across the Alessandro Arroyo shall not be completed until a detailed specific plan analyzing potential connection routes between Washington Street and the SR-91 has been adopted. Analysis of the aforementioned connection route should, at a minimum, include the area bounded by Mary Street, Adams Street, Dufferin Street, and SR-91.
>
> **Policy CCM-4.3:** Ensure that Level of Service (LOS) D or better is maintained along Victoria Avenue for intersections related to the Overlook Parkway extension.
>
> **Policy CCM-4.4:** Prohibit the removal of the Crystal View Terrace barrier prior to the connection of Overlook Parkway across the Alessandro Arroyo.

The elements, policies, and analysis in the General Plan 2025 reflect the City's concern for a range of quality of life issues (e.g., balancing traffic and alternative modes of transportation, attention to streetscape design, natural and historic resource protection, and community character), especially given the needs and changes associated with population growth. During the process of completing the City's General Plan 2025, the City considered how the circulation network needed to function. The Circulation and Community Mobility Element described the high volumes of traffic anticipated as the City reaches its planned buildout. This element acknowledged the challenges associated with

accommodating additional traffic: “the City has reached a point where few or no feasible opportunities exist to add or expand roadways due to fiscal, political, environmental, and other constraints” (City of Riverside 2007b, page CCM-2). Further, the General Plan 2025 Final Environmental Impact Report (FEIR) determined that traditional mitigation for traffic issues would not work in all areas. Potential impacts caused by widening a roadway segment to accommodate local traffic could cause greater adverse environmental impacts to the neighborhoods and businesses than the traffic congestion. In some cases, mitigation was determined to be infeasible and the FEIR concluded that impacts would be significant and unavoidable.

The General Plan 2025 did, however, plan for improvements that would alleviate congestion and provide critical connections in the network, explaining that “long-planned roadway improvements, such as the extension of Overlook Parkway and the widening of Alessandro Boulevard to six lanes, do need to be implemented” (page CCM-2). The connection of Overlook Parkway is considered an important parkway connection between the Arlington Heights Greenbelt and Sycamore Canyon Park (City of Riverside 2007b, page LU-11). At the same time, the General Plan 2025 identifies design considerations intended to protect neighborhood character and natural features in this area. As detailed in the City’s General Plan 2025: “The connection of the two ends of Overlook Parkway across the Alessandro Arroyo poses an opportunity to create a beautiful and dramatic new parkway” (City of Riverside 2007b, page LU-11). Other General Plan 2025 policies further support this planning, identifying Overlook Parkway as a “Parkway” and requiring the easterly extension of Overlook Parkway over the Alessandro Arroyo to be a “Scenic Boulevard” with special landscaping (Figure LU-6 within the Land Use and Urban Design Element, and Figure CCM-4: Master Plan of Roadways).

In the western portion of the City, the City recognized the need to address connections and a new or improved roadway to redirect traffic traveling to the SR-91 in the western portion of the City. The future connection to the SR-91 is described as a “relatively modest change to the local roadway network and would reduce opportunities for urban sprawl by helping to focus future development on already existing travel corridors instead of the City’s periphery” (City of Riverside 2007b; page CCM-14). At the same time, the City developed Policy CCM-4.3 to “ensure that LOS D or better is maintained along Victoria Avenue for intersections related to the Overlook Parkway extension.” Planning for the western connection was also intended to balance neighborhood character and existing resources with projected traffic flow and the overall circulation network.

On December 10, 2009, the City's Transportation Committee determined that an advisory citizen survey may be helpful in evaluating if development and construction of a bridge crossing the Alessandro Arroyo at Overlook Parkway, for which development fees continue to be collected (an ordinance of the Riverside Municipal Code [RMC]), should

be pursued. Staff was also directed to return to the Committee with information on the Crystal View Terrace traffic study results, mapping, costs, and options for a citizen surveyor advisory election, and permitted uses for expenditure of the Overlook Development fees. The Committee took no action with regard to the proposed revisions to the Municipal Code.

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

On March 9, 2010, the City Council introduced and subsequently adopted an ordinance amending Section 16.048.010 of the Municipal Code to allow the development fees collected for the development and construction of a bridge crossing the Alessandro Arroyo at Overlook Parkway to be used for any necessary environmental studies, reports, and analysis. The City Council also authorized the Public Works Department to conduct all necessary traffic studies and associated actions related to Crystal View Terrace and Overlook Parkway. On October 14, 2010, the Public Works Department presented a traffic study data during the Ward 4 community meeting held at Orange Terrace Community Park. The traffic study was reviewed by City staff, and it was subsequently decided that an EIR should be prepared to examine multiple scenarios.

On November 15, 2010, the City's Transportation Committee held a meeting to discuss the environmental review. Staff discussed the need for the EIR to evaluate road segment volumes and intersections in the immediate vicinity of the Overlook Parkway connection and model traffic patterns for the surrounding area to include Victoria Avenue, a City designated landmark (#8) and listed on the National Register of Historic Places (NRHP), and the Arlington Heights Greenbelt including the Gage Canal, a City-designated landmark (#24). It was determined that the scope of the DEIR also needed to address Proposition R and Measure C along with other environmental issues, including Air Quality, Greenhouse Gasses, Land Use, Cultural Resources and Biological Resources.

Public comments at the meeting included discussion of the commute times and emergency vehicle access near the gates. It was also discussed that the gates are periodically opened by residents without the knowledge or permission of the City, and, in some cases, have been secured with private locks and other devices, a potential concern for emergency vehicle access. Because the City is required to keep the gates in place and closed until such time that Overlook Parkway is connected, the gates present an ongoing maintenance issue.

To address these and other concerns, in late 2010, the City developed circulation scenarios that would be studied in detail. In developing scenarios, the City built on the comprehensive planning process from their General Plan update. The City considered multiple scenarios involving the implementation of the Master Plan of Roadways and policies in the General Plan 2025. Scenarios considered the status of the gates, the connection of Overlook Parkway, and a new connection to SR-91. The scenarios consider whether the gates remain closed or can be removed prior to the connection of Overlook Parkway east to Alessandro Boulevard and the redistribution of traffic as a result of new roadway connections.

The Notice of Preparation (NOP) released in February 2011 for the proposed Project included the evaluation of four scenarios. Based on the NOP released in February 2011 for the proposed Project, the evaluation of a new roadway located west of Washington Street under Scenario 4 was intended to be a program-level study of the area west of Washington Street. However, the City reissued the NOP in November 2011 to address the connection from Washington Street to SR-91 under Scenario 4 at a project-level. This decision was in response to General Plan 2025 Policy CCM-4.2, which requires: “The connection of Overlook Parkway across the Alessandro Arroyo shall not be completed until a detailed specific plan analyzing potential connection routes between Washington Street and the SR-91 has been adopted. Analysis of the fore mentioned connection route should; at a minimum include the area bounded by Mary Street, Adams Street, Dufferin Street, and SR-91.” The traffic study prepared for the proposed Project serves as a detailed analysis for not only the placement of the gates and the connection of Overlook Parkway, but also the future connection to SR-91. Therefore, the scope of the traffic analysis was expanded to include the areas east to Adams Street. Four potential roadway alternatives were considered in the preliminary analysis, and a preferred route for the Proposed C Street west of Washington was selected for detailed study. The remaining three routes were considered but rejected, and are discussed in the alternatives section of this DEIR (see Section 8.1.3).

2.3 Project Objectives

The California Environmental Quality Act (CEQA) Guidelines (Section 15124[b]) require that a project description contain a statement of objectives including the underlying purpose of the project. The overall objective of the proposed Project is to resolve the General Plan 2025 goals and policies relative to the status of the gates, the connection of Overlook Parkway, and a connection from Washington Street to the SR-91 freeway. The Project objectives are to address:

- Public safety concerns related to both emergency vehicle access and increased traffic volumes within residential neighborhoods associated with the gates on Green Orchard Place and Crystal View Terrace;

- Traffic patterns related to the Overlook Parkway connection and the connection westerly of Washington Avenue consistent with the General Plan 2025;
- Comprehensive circulation system, including multiple modes of transportation such as bikeways and pedestrian routes consistent with the General Plan 2025; and
- Historic integrity of Victoria Avenue and the Gage Canal as well as designations which protect the Arlington Heights Greenbelt, and Proposition R and Measure C consistent with the General Plan 2025.

2.4 Environmental Baseline

Section 15125 of the CEQA Guidelines requires that an EIR include a description of the physical environmental conditions in the vicinity of the Project existing at the time of the NOP. This local and regional environmental setting normally constitutes the baseline physical conditions by which the CEQA lead agency determines whether or not an impact is significant. The environmental setting for the Project vicinity is described in brief below and more fully within each issue of the analysis sections in Section 3.0.

At the time of preparation of the NOP, gates were in place on both Green Orchard Place and Crystal View Terrace. The gate on Green Orchard Place is located approximately 1,200 feet west of the intersection of Green Orchard Place and Crystal View Terrace. The gate on Crystal View Terrace is located approximately 950 feet south of the intersection of Crystal View Terrace and Overlook Parkway. The gates were regularly both opened and closed by local residents at undetermined intervals. Therefore, primarily for traffic conditions, it was necessary to establish a second environmental baseline for the Project.

The traffic study evaluates two baselines: one for the “Gates Closed” requirement and one for the “Gates Open” condition. In order to establish existing traffic conditions for the Gates Open condition, the gates at both locations were closed and then opened for defined periods between February and April 2011. The consideration of two baselines is carried through the technical analysis for traffic-dependent issues such as air quality, greenhouse gas emissions, and noise.

2.5 Project Location and Existing Conditions

2.5.1 Regional and Local Setting

As discussed above, the Project involves the local roadway system in the eastern portion of the City. Specifically, Crystal View Terrace, Green Orchard Place, and

Overlook Parkway are all located south of SR-91 and west of Interstate 215 (I-215). The Project is within western Riverside County in southern California (Figure 2-1). The City is surrounded by Riverside County, County of San Bernardino, City of Rialto, City of Jurupa Valley, and the City of Colton to the north, the City of Moreno Valley to the east, and the City of Corona and City of Norco to the west. Other unincorporated Riverside County lands lie to the south.

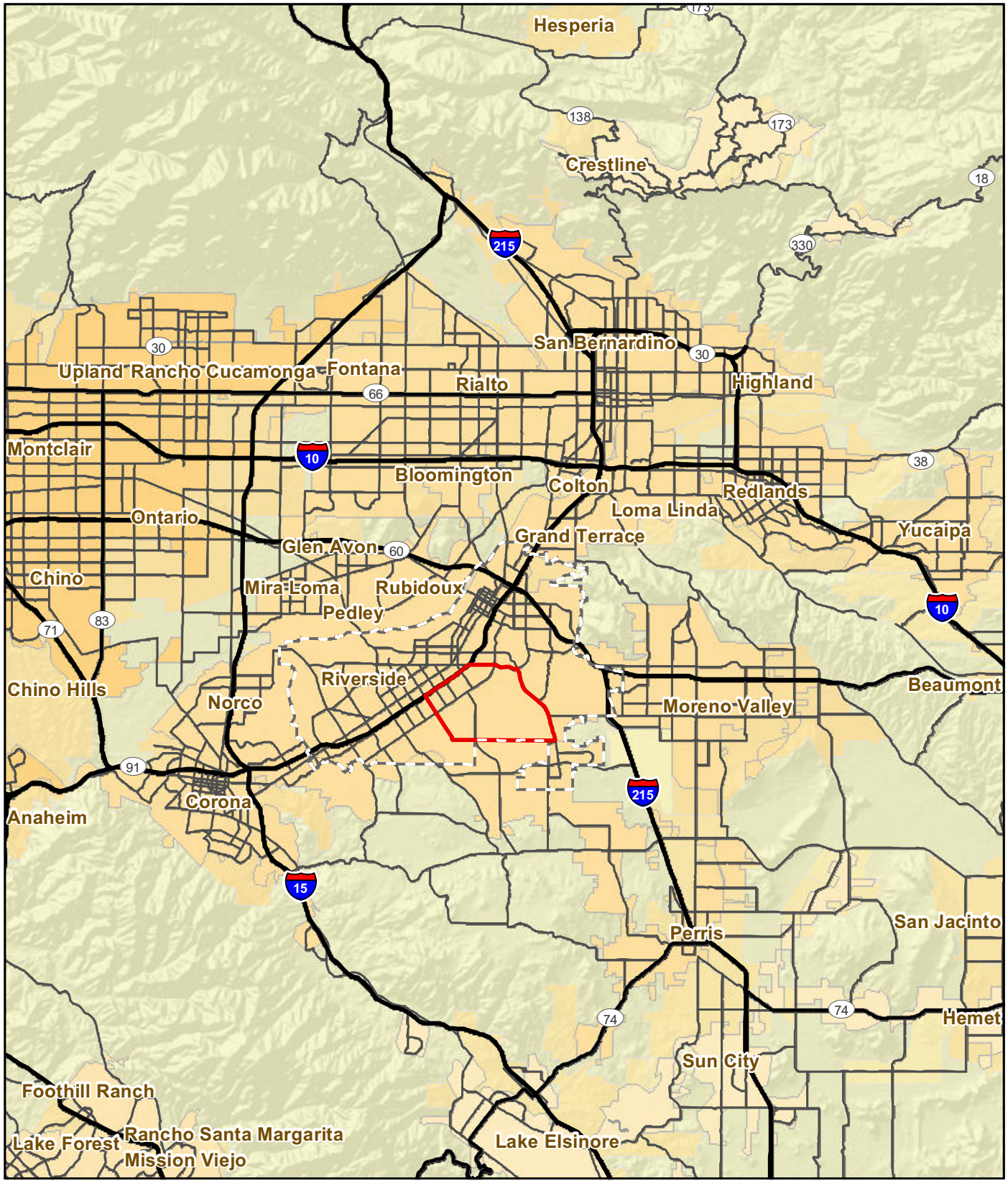
Figure 2-2 shows the Project vicinity on an aerial photograph. The Project vicinity comprises a large area generally bounded by John F. Kennedy Drive and Hermosa Drive to the south, Adams Street and SR-91 to the west, Arlington Avenue to the north, and Alessandro Boulevard and Trautwein Road to the east. The Project vicinity is approximately 7,500 acres. The large area was selected in order to evaluate intersections and links in the eastern portion of the City that could be affected by proposed Project components near Overlook Parkway. The Project Vicinity includes the boundaries defined in General Plan 2025 Policy CCM-4.2, which requires the City to analyze potential connection routes in the area bounded by Mary Street, Adams Street, Dufferin Street, and SR-91 as part of the connection of Overlook Parkway.

The Project vicinity is within Township 03 South, Range 04 West and Township 03 South, Range 05 West of the United States Geological Survey (USGS) 7.5-minute topographic map, Riverside East and Riverside West quadrangles.

Figure 2-3 depicts the City's General Plan 2025 Master Plan of Roadways (Figure CCM-4 within the General Plan 2025). The four scenarios analyzed within this EIR represent alternate approaches to implementation of the General Plan 2025 Master Plan of Roadways. The scenarios share common features, which range from maintaining existing conditions with either the gates closed consistent with project conditions; removing the gates prior to the completion of Overlook Parkway; removing the gates and connecting Overlook Parkway consistent with the General Plan 2025; and finally, removing the gates, connecting Overlook Parkway, and constructing a new connection to SR-91 in the west, consistent with plans for buildout in the General Plan 2025.

2.5.2 Existing Site Conditions and Surrounding Land Uses

The Project vicinity lies within seven neighborhoods: the Alessandro Heights (northern portion), Canyon Crest (southwestern portion), Casa Blanca (northern portion), Arlington Heights (northeastern portion), the Hawarden Hills (western portion), Presidential Park (northern portion), and Victoria (southern portion) (refer to Figure 3.9-1). The land uses in the Project vicinity primarily include agricultural, rural residential, hillside residential, and very low density residential. The residential land uses near Crystal View Terrace and Green Orchard Place are categorized as hillside residential and very low density. A



Project Vicinity

Riverside City Limit

FIGURE 2-1

Regional Location

RECON

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Image source: City of Riverside (flown in 2009)

Project Vicinity

0 Feet 2,000

RECON

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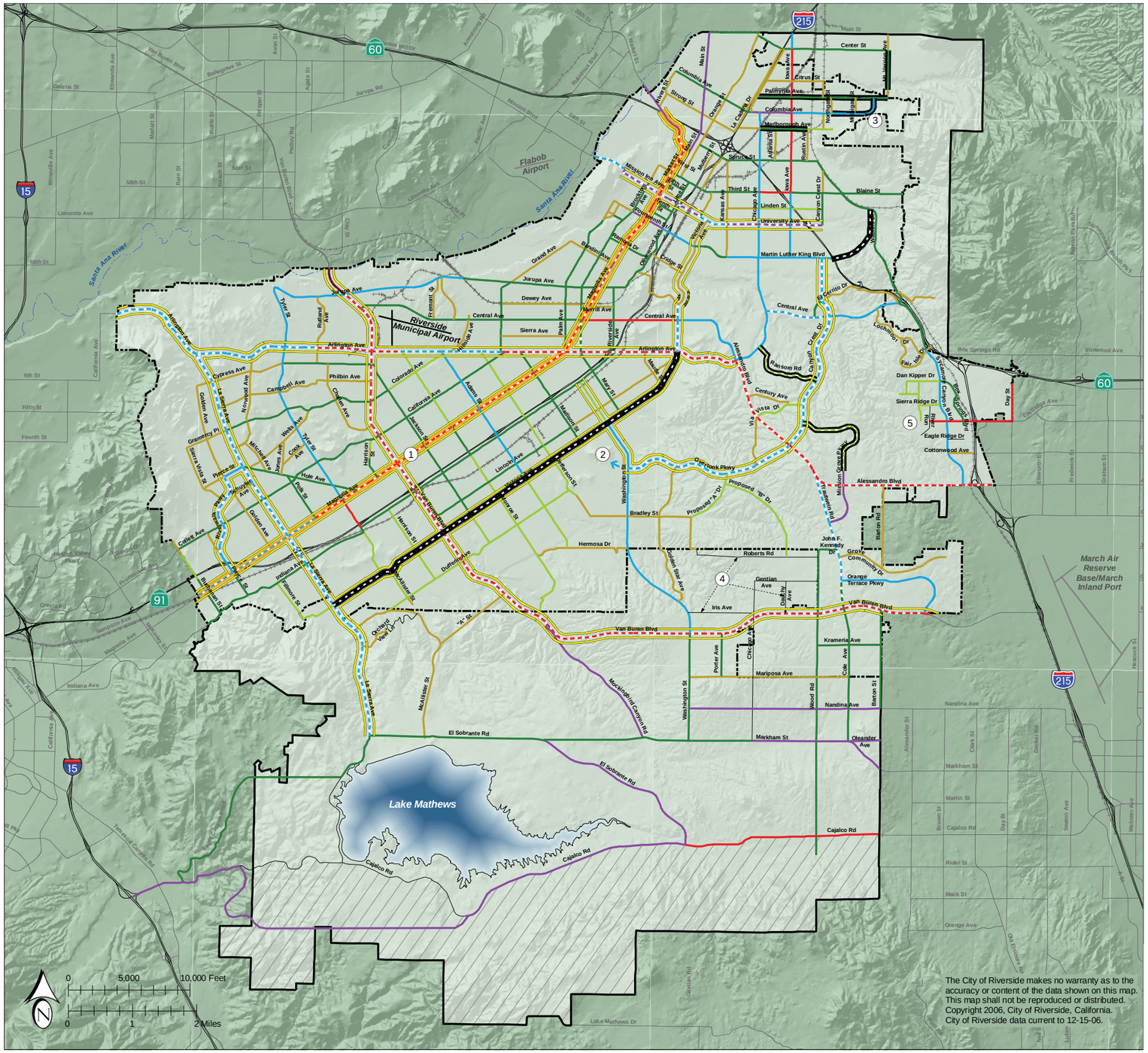
FIGURE 2-2

Project Vicinity

Map Source: City of Riverside, 2009



LEGEND

	66 FT LOCAL	2 LANES *
	66 FT COLLECTOR	2 LANES
	80 FT COLLECTOR	2 LANES
	88 FT ARTERIAL	4 LANES
	100 FT ARTERIAL	4 LANES
	110 FT ARTERIAL	4 LANES
	120 FT ARTERIAL	6 LANES
	144 FT ARTERIAL	8 LANES

SCENIC BOULEVARD
REQUIRES SPECIAL LANDSCAPING, ADDITIONAL RIGHT-OF-WAY MAY BE REQUIRED.

SPECIAL BOULEVARD
TWO-LANE DIVIDED ROADWAY OF VARIABLE GEOMETRIC DESIGN

SPECIAL BOULEVARD
VARIABLE WIDTHS AND DESIGN, CONTACT PUBLIC WORKS FOR DETAIL. SEE OBJECTIVE CCM-3 AND POLICIES CCM-3.1 THROUGH CCM-3.5.

PARKWAYS
FOR INFORMATION ON PARKWAYS SEE LAND USE ELEMENT.

CETAP CORRIDOR AREA
CORRIDOR OPTIONS SUBJECT TO SPECIAL STUDY.

RIVERSIDE CITY BOUNDARY

RIVERSIDE PROPOSED SPHERE OF INFLUENCE

NOTE:

* LOCAL STREETS ARE NOT SHOWN ON THIS PLAN EXCEPT WHERE NEEDED FOR CLARITY.

(1) MAGNOLIA AVENUE SHALL BE A SPECIAL BLVD, WITH 4 LANES EASTERLY OF HARRISON STREET.

(2) OVERLOOK PARKWAY SHALL BE A 2-LANE, 110-FOOT ARTERIAL WITH A WIDE MEDIAN PARKWAY. THE ALIGNMENT OF OVERLOOK PARKWAY WESTERLY OF WASHINGTON IS NOT YET DETERMINED PENDING PREPARATION OF SPECIFIC PLAN LEVEL STUDY.

(3) COLUMBIA AVENUE IS SHOWN BY HUNTER BUSINESS PARK SPECIFIC PLAN AS A 134-FOOT ARTERIAL. ACTUAL STREET WIDTH, DUE TO RAILROAD OVERCROSSING , WILL BE DETERMINED BY PUBLIC WORKS.

(4) THESE STREETS SHALL BE 66-FOOT LOCAL ROADWAYS SERVING AS ALTERNATE ROUTES.

(5) THE STREETS IN SYCAMORE CANYON BUSINESS PARK SPECIFIC PLAN VARY IN SIZE. SEE THE SPECIFIC PLAN FOR DETAILS.

SOURCE: CITY OF RIVERSIDE

RECON

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FIGURE 2-3

Riverside General Plan 2025 – Master Plan of Roadways

greater variety and intensity of land uses occurs between Victoria Avenue and SR-91, including commercial and higher density residential uses. Alessandro Boulevard, Arlington Avenue, Adams Street, Trautwein Road, and SR-91 are roadways that border the Project vicinity.

March Joint Powers Authority (MJPA) with the March Air Reserve Base (MARB) beyond and Sycamore Canyon Business Park lie southeast and east of the Project vicinity. To the north and northwest of the Project vicinity are the University of California, Riverside; Riverside Municipal Airport; and the Santa Fe/Union Pacific Railroad, which runs roughly parallel to SR-91. The Project vicinity also includes Victoria Avenue, a historic corridor (listed on the NRHP), and designated “Scenic Boulevard,” “Special Boulevard,” and “Parkway” (see Figure 2-3).

The topography of the Project vicinity is dominated by a series of arroyos and plateaus, with elevations ranging from over 1,600 feet above mean sea level at the southeastern boundary to approximately 860 feet above mean sea level northwest of Overlook Parkway. Natural features in the Project vicinity include Lake Mathews to the southwest and the Santa Ana River to the northwest. The Project vicinity includes an open space area for the Alessandro Arroyo that is west of a large open space area of Sycamore

Canyon Wilderness Park. Two major natural arroyos traverse the Project vicinity—the Alessandro Arroyo and the Prenda Arroyo. The Alessandro Arroyo is culverted to the north and south of Overlook Parkway. The Project vicinity extends just beyond the Prenda Dam and Prenda Arroyo to the south. Three flood-control dams and associated inundation areas are located in the Project vicinity—the Alessandro, Mary Street, and Prenda reservoirs. Earthen dams have been built within each of these drainages for flood-control purposes. Areas with slopes in excess of 30 percent occur adjacent to Alessandro Arroyo.

Many vegetation communities and land cover types exist due to the size and diversity within the Project vicinity, ranging from arroyos and riparian areas listed above to developed areas and ornamental landscaping. In the immediate area of Overlook Parkway and west of Washington Street where surveys were conducted, the vegetation communities and land cover types include active agricultural land, orchard, ornamental vegetation, developed, disturbed land, non-native grassland, Riversidean sage scrub, freshwater marsh, and southern willow scrub. Wetland and non-wetland jurisdictional waters also occur within the Project vicinity.

Among the soils found in the immediate area of Overlook Parkway and west of Washington Street are the Arlington, Bonsall, Buren, Cieneba, Delhi, Fallbrook, Greenfield, Hanford, and Vista soil series. These loam and sandy loam soils range from well drained (Arlington, Fallbrook, Greenfield, and Hanford) to moderately well drained (Bonsall and Buren) to somewhat excessively drained (Cieneba, Delhi, and Hanford).

These soils—found on alluvial fans, terraces, and uplands—are used for agricultural and nonfarm purposes, including homesites (U.S. Department of Agriculture 1971).

The Project vicinity lies within the South Coast Air Basin (SCAB), as defined by the California Air Resources Board and South Coast Air Quality Management District (SCAQMD). SCAB is topographically bounded by the Pacific Ocean to the west, with the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The topography and climate of the region combine to create an area of high air pollution potential in the Basin. Due to the low average wind speeds in the summer and a persistent daytime temperature inversion, emissions of hydrocarbons and oxides of nitrogen—the major by-products of vehicle engine combustion—have an opportunity to combine with sunlight in a complex series of reactions. These reactions produce a photochemical oxidant commonly known as smog (City of Riverside 2007a).

The City of Riverside contains more than 750 miles of surface streets (under the jurisdiction of the City) and 30 miles of freeway lanes (under the jurisdiction of State of California). Several freeways traverse the Project vicinity: SR-91, a major east–west inter-regional facility that extends from the beach cities in Los Angeles County to SR-60 to the east; SR-60, connecting downtown Los Angeles to the Inland Empire; and I-215, a north-south interstate route that provides access to Temecula and San Diego County.

Within the western portion of the Project vicinity, Madison Avenue is the primary access route to the SR-91 for the neighborhoods—including Alessandro Heights, Arlington Heights, Presidential Park, and parts of Hawarden Hills. To the north/northeast, the nearest on-ramp is one mile away, located at Arlington Avenue near Riverside Avenue. To the south/southwest, the nearest on-ramp is also one mile away, located at Adams Street and Indiana Avenue.

The City has defined the local roadway system using a series of functional classifications. The City's existing circulation system consists of several functional classifications, described below.

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

Collector Streets are intended to serve as intermediate routes to handle traffic between Local Streets (described below) and streets of higher classification. Collector Streets also provide access to abutting property and are two lanes in width. Collector Streets may handle some localized through traffic from one local street to another; however,

their primary purpose is not to provide for through traffic but to connect the local street system to the arterial network. Collector Streets are designed to handle a maximum of 12,500 ADT. Most Collector Streets within the Project vicinity are partially classified as Collector Streets in some segments and Arterial Streets in other segments; these include Washington Street, Victoria Avenue, and Lincoln Avenue.

Local Streets principally provide vehicular, pedestrian, and bicycle access to property directly abutting the public right-of-way, with movement of through traffic discouraged. Local streets are designed to handle a maximum of 2,800 ADT. Some Local Streets within the Project vicinity include Crystal View Drive and Berry Road.

2.6 Proposed Project

Four scenarios are analyzed in this DEIR as the “proposed Project.” Each scenario as described below will be analyzed in this DEIR and also will serve as the reasonable range of alternatives, required pursuant to the CEQA Guidelines. By addressing all four scenarios in an equal level of detail, decision makers will have sufficient information in the DEIR necessary to consider and potentially select a preferred scenario.

As described above, this Project is intended to help resolve potential vehicular circulation issues within the local roadway network 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 connection to the SR-91. Currently project conditions and City policy require temporary traffic control devices to be in place on Crystal View Terrace and Green Orchard Place until such time that Overlook is connected. Therefore, the Project considers traffic patterns under the following scenarios: with the gates in place on a long-term basis, with the gates removed and no connection of Overlook Parkway for the foreseeable future, with the construction of Overlook Parkway, and with the connection of Overlook Parkway plus a new connection west of Washington. Under all the scenarios, Overlook Parkway would remain on the Master Plan of Roadways; therefore, the City is able to consider the timing and need for traffic control devices, improvements, and connections related to the planned circulation system.

The specific components and features associated with each scenario are described in detail below. Scenarios 1 and 2 would not involve construction activities; they would only consist of keeping gates in place or removing them, respectively. Both Scenarios 3 and 4 involve construction and therefore have a defined project impact area (PIA), a project footprint where specific improvements are proposed.

The scenarios consider traffic patterns and controls for roadways, but do not propose development that would generate new or additional trips. None of the scenarios that comprise the Project involve new uses (i.e., residential, commercial), changes to land

use, or new development that would inherently generate or add trips to the circulation system. The Project would not result in an increase in ADT to the roadway network. However, all four scenarios involve changes to the traffic circulation system. For example, a new roadway that is built can “attract” trips or redistribute traffic within an area. In some cases, new or widened roadways divert traffic from Local Streets to Arterial Streets that are designed for a high capacity of vehicles during peak operating hours. Therefore, even though none of the scenarios associated with the Project would generate trips in the sense that typical residential/commercial projects do, they do have the potential to redistribute and attract trips. In addition, the scenarios associated with the proposed Project would not alter the immediate access to the SR-91 as there are no proposed changes to freeway access; however, each scenario involves redistribution of traffic throughout the entire Project vicinity, including trips on roadways leading to Madison Avenue near the SR-91.

The traffic analysis for all scenarios indicate that intersections and roadway links in the Project vicinity affected by the redistribution of traffic and buildout of the City require mitigation involving signalization, and road widening and modifications to accommodate turn lanes. The mitigation measures would occur on roadways that are located outside of the specific PIAs associated with the gates, Overlook Parkway, and Proposed C Street. Thus, these mitigation measures are referred to as “off-site improvements” throughout the DEIR. These off-site improvements are described below in Section 2.7.

2.6.1 Scenario 1

Overview

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. Under this Scenario, the existing Crystal View Terrace and Green Orchard Place gates, as illustrated on Figure 2-4, would remain in place and would be closed to all traffic except emergency vehicles. Scenario 1 is the current required condition for Crystal View Terrace and Green Orchard Place as provided for by the approval of TM-29628 and TM-29515, respectively, and for Crystal View Terrace as provided by the General Plan 2025. To ensure the legal requirement to prevent cut-through traffic until such time that Overlook Parkway is connected, the locks would be reinforced and the gates would be closed to all traffic except emergency vehicles and authorized City personnel.

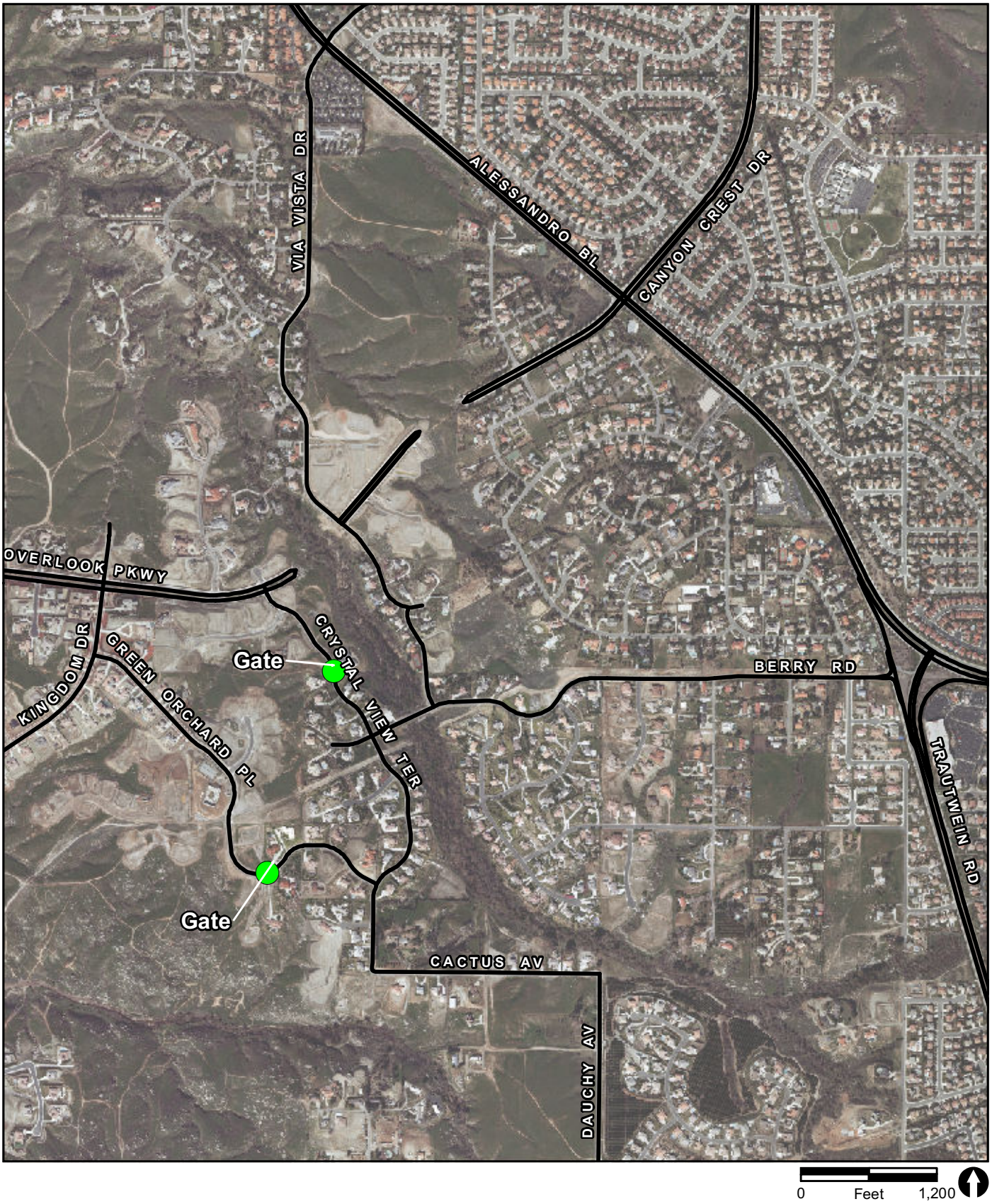

FIGURE 2-4

Scenario 1

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Under Scenario 1, Overlook Parkway would remain as currently designated within the General Plan 2025. Although this scenario would not preclude the construction of Overlook Parkway, the connection would not be anticipated in the near-term. This scenario would not change the Master Plan of Roadways and therefore, the opportunity to connect Overlook Parkway over the Alessandro Arroyo would still exist in the future, as well as providing a connection in the west. The purpose of this scenario is to maintain the gates in place as a traffic control device.

Project Components

Under Scenario 1, no changes to the existing or planned roadways in the Project vicinity would occur. No construction would occur. The existing Crystal View Terrace and Green Orchard Place gates would remain closed until Overlook Parkway is extended over the Alessandro Arroyo, easterly to Alessandro Boulevard, and a connection is made westerly of Washington Street to the SR-91, as established in the General Plan 2025. Sidewalks and a Class II bikeway along Overlook Parkway would not be extended until the completion of the roadway. No change would occur in the existing storm water drainage or collection system, and no change would occur in the existing utility lines or delivery system for water and sewer infrastructure.

2.6.2 Scenario 2

Overview

Under Scenario 2, the gates at both Crystal View Terrace and Green Orchard Place would be permanently removed. Both streets would remain open to all traffic. Under this Scenario, Overlook Parkway would not be connected easterly to Alessandro Boulevard or via a bridge over the Alessandro Arroyo, but would remain on the Master Plan of Roadways (see Figure 2-3) of the General Plan 2025.

Implementation of Scenario 2 would require an amendment to Policy CCM-4.4, which prohibits the removal of the Crystal View Terrace gate prior to construction of the bridge across the Alessandro Arroyo. The City would also be required to amend project conditions related to the use of the gates for two projects (TM-29515 and TM-29628) and relevant mitigation measures on the Mitigation Monitoring Reporting Program. The purpose of this scenario is to allow for more efficient traffic flow in the eastern portion of the City, which would potentially reduce travel times.

Project Components

Under Scenario 2, the existing Crystal View Terrace and Green Orchard Place gates would be removed, and both streets would remain permanently open to all traffic. The location of the gates to be removed along with the gaps in the roadway for Overlook

Parkway for Scenario 2 is displayed on Figure 2-5. The process to remove the gates would be conducted as part of routine City maintenance procedures and would not require construction. Pedestrian and bicycle circulation also would remain in its current condition under Scenario 2. Sidewalks and a Class II bikeway along Overlook Parkway would not be extended without the completion of the roadway. No change would occur in the existing storm water drainage or collection system, and no change would occur in the existing utility lines or delivery system for water and sewer infrastructure.

2.6.3 Scenario 3

Overview

Under Scenario 3, the existing Crystal View Terrace and Green Orchard Place gates would be removed, and the roadways would remain open to through traffic in perpetuity. Also, under Scenario 3, the completion of Overlook Parkway is proposed as currently designated by the General Plan 2025.The General Plan 2025 analyzed the connection of Overlook Parkway in the planned buildout of the City's circulation network.

Implementation of Scenario 3 would require an amendment to Policy CCM-4.4, which includes the connection of Overlook Parkway across the Alessandro Arroyo. This policy requires that a plan analyzing potential connection routes between Washington Street and the SR-91 be performed prior to connecting Overlook Parkway east to Alessandro Boulevard. The policy specifically requires the analysis to include the area bounded by Mary Street, Adams Street, Dufferin Street, and SR-91. The Traffic Impact Analysis (TIA) prepared for the proposed Project addressed this geographic area in the study to satisfy this requirement. The purpose of this scenario is to implement a planned roadway from the Master Plan of Roadways and provide an important connection in the eastern portion of the City and allow for more efficient circulation, including connections for alternate modes of transportation.

Project Components

The completion of Overlook Parkway would be made with a fill crossing between Via Vista Drive and approximately 500 feet west of Sandtrack Road and a bridge over the Alessandro Arroyo (Figure 2-6). The roadway improvements would include 88 feet of curb-to-curb improvements to match what the adjacent developments were conditioned to construct, and would be constructed within a 110-foot right-of-way. The roadway would be striped for two lanes of travel—one eastbound and one westbound—and would be sized to accommodate a four-lane arterial roadway at build-out. The completion of the fill crossing and bridge of Overlook Parkway, as described below, would provide a connection to Alessandro Boulevard consistent with the General Plan 2025. Consistent with direction in the Circulation and Community Mobility Element, gates would be removed upon completion of Overlook Parkway.

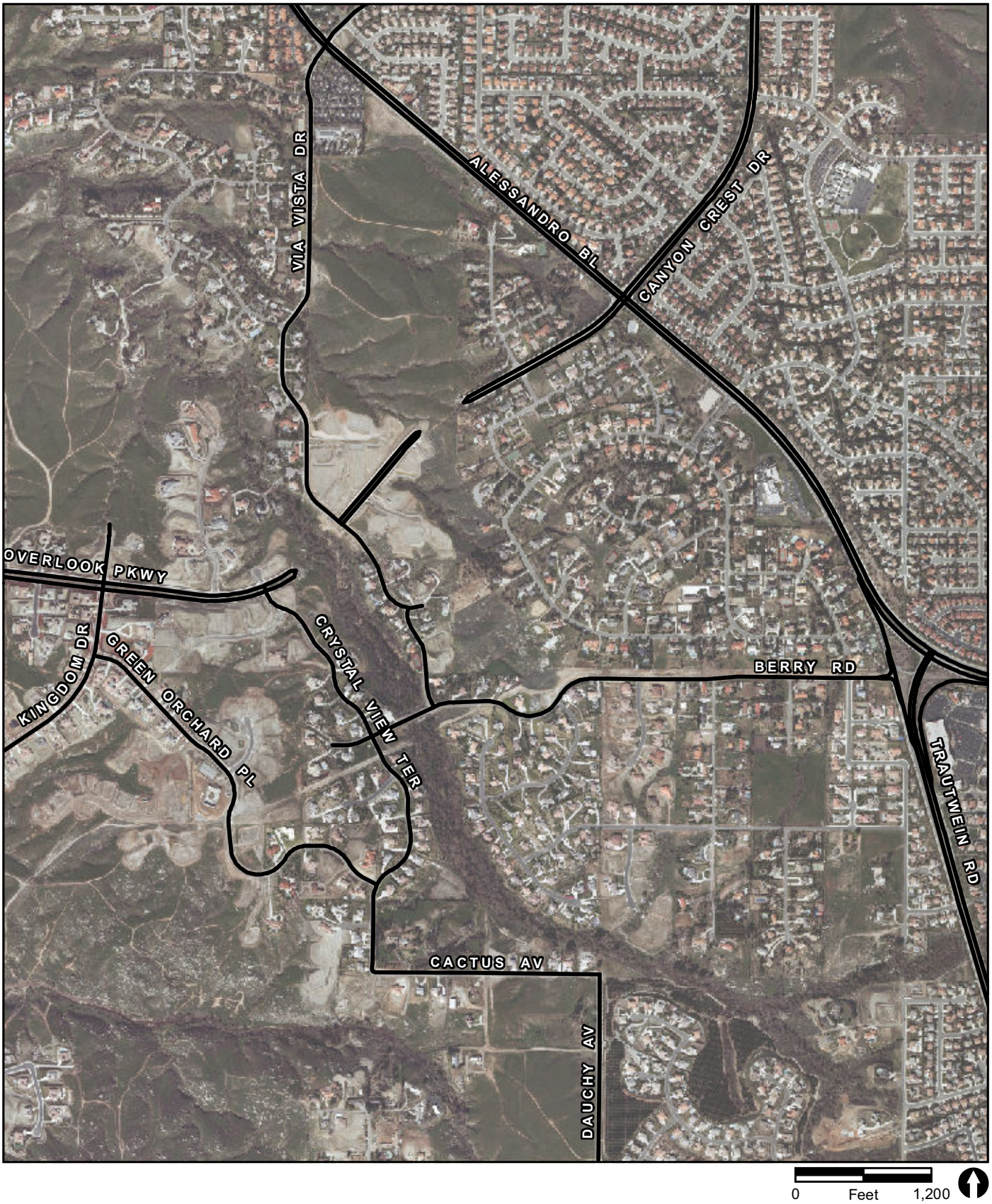

FIGURE 2-5

Scenario 2

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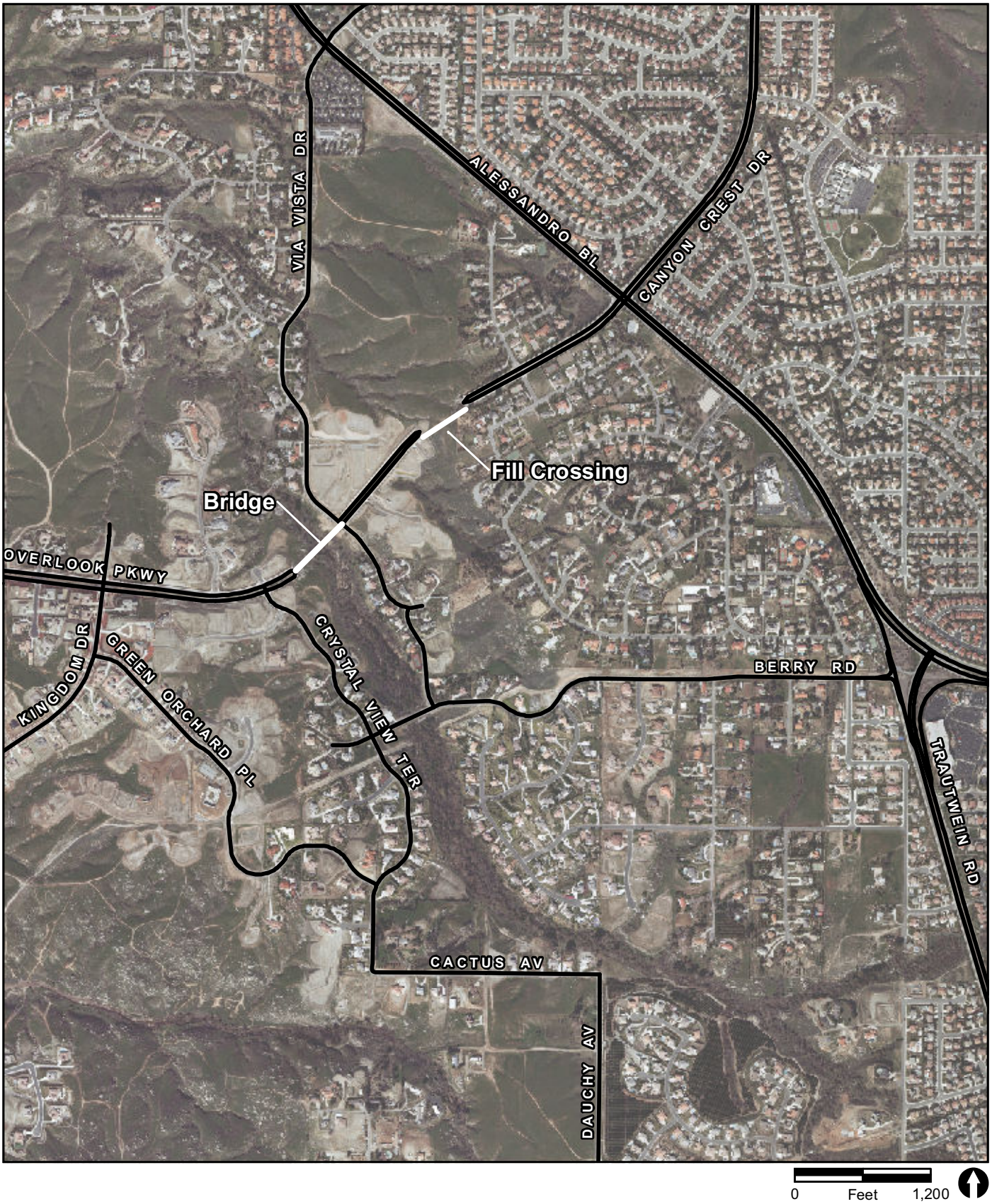

FIGURE 2-6

Scenario 3

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a. Fill Crossing

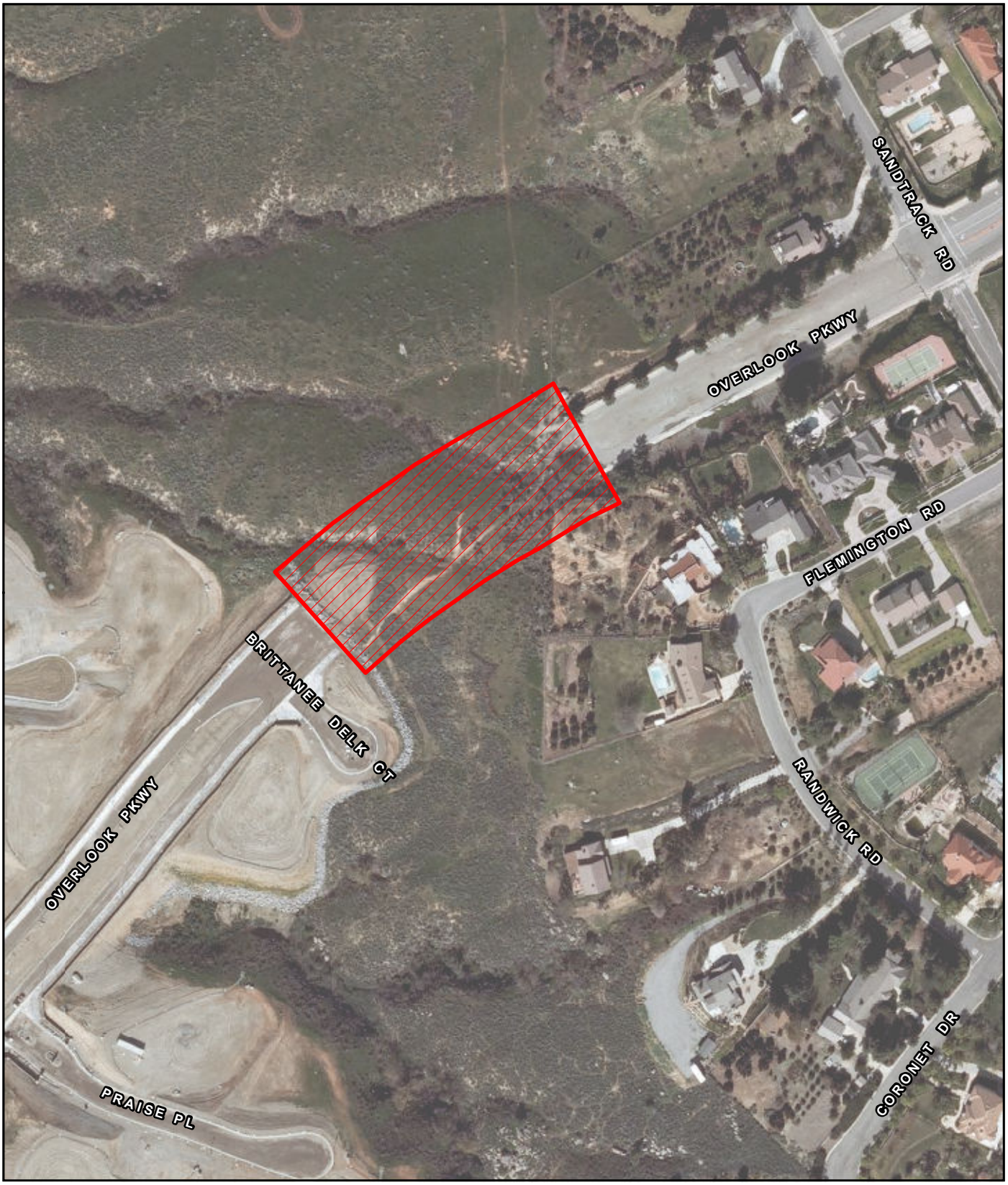
Under Scenario 3, the missing section of roadway (approximately 465 linear feet) east of the Alessandro Arroyo between Brittanee Delk Court and Sandtrack Road would be completed (Figure 2-7). While the roadway has been designed to accommodate four lanes as the ultimate or buildout design, the roadway would be striped for the continuation of the existing two-lane arterial roadway, consisting of a 42-foot-wide median and 14-foot-wide parkways located on each side, with a six-foot-wide sidewalk adjacent to the curb (Figure 2-8). As part of the improvements, the existing median on Overlook Parkway would be extended and the road surface would be paved and striped to match the existing road surface and lane configuration. A Class II bikeway would be accommodated within the proposed right-of-way improvements. The fill crossing improvements would also include a culvert under the road to allow for continued drainage. The culvert would be sized according to standard engineering requirements. The total area of permanent and temporary impacts for the proposed fill crossing is approximately 1.6 acres (Eastern PIA). Because Overlook Parkway is a designated "Parkway" and "Scenic Boulevard," streetscape improvements would be required to comply with design requirements under the General Plan 2025, including special landscaping and lighting standards. Landscaping in the median of the fill crossing would be done with drought-tolerant native plant or tree species. A water-efficient irrigation system would be installed within the median of the fill crossing.

b. Alessandro Arroyo Bridge

A bridge is proposed to connect Overlook Parkway from Crystal View Terrace to the existing segment, near Via Vista Drive, and span the Alessandro Arroyo (Figure 2-9). In order to minimize the size of the bridge deck over the arroyo, two bridges are proposed: one for eastbound travel lanes, and one for westbound travel lanes.

The proposed improvements would consist of two 33.5-foot-wide bridges, separated by a 31-foot-wide gap, as shown on Figure 2-10. As illustrated in Figure 2-11, each bridge would accommodate a six-foot-wide concrete barrier and sidewalk on its outer edge, a 26-foot-wide travel way, and a 1.5-foot-wide concrete barrier on its inner edge. Each bridge would accommodate a 26-foot-wide travel way, which would be striped to include only one 12-foot-wide traffic lane and a two-foot-wide left shoulder. The bridge also would include a left-turn pocket at the northern end of the bridge, where Overlook Parkway meets Via Vista Drive. Each bridge would have a constant width and would be constructed to accommodate the ultimate four-lane configuration for Overlook Parkway, consistent with the General Plan 2025. In the near-term, Overlook Parkway over the Alessandro Arroyo would continue to be striped for only two lanes (one east and one west-bound). A Class II bikeway is accommodated in the proposed improvements.

Impage Source: City of Riverside, 2009



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Project Impact Area (PIA)

FIGURE 2-7

Eastern Fill Crossing PIA

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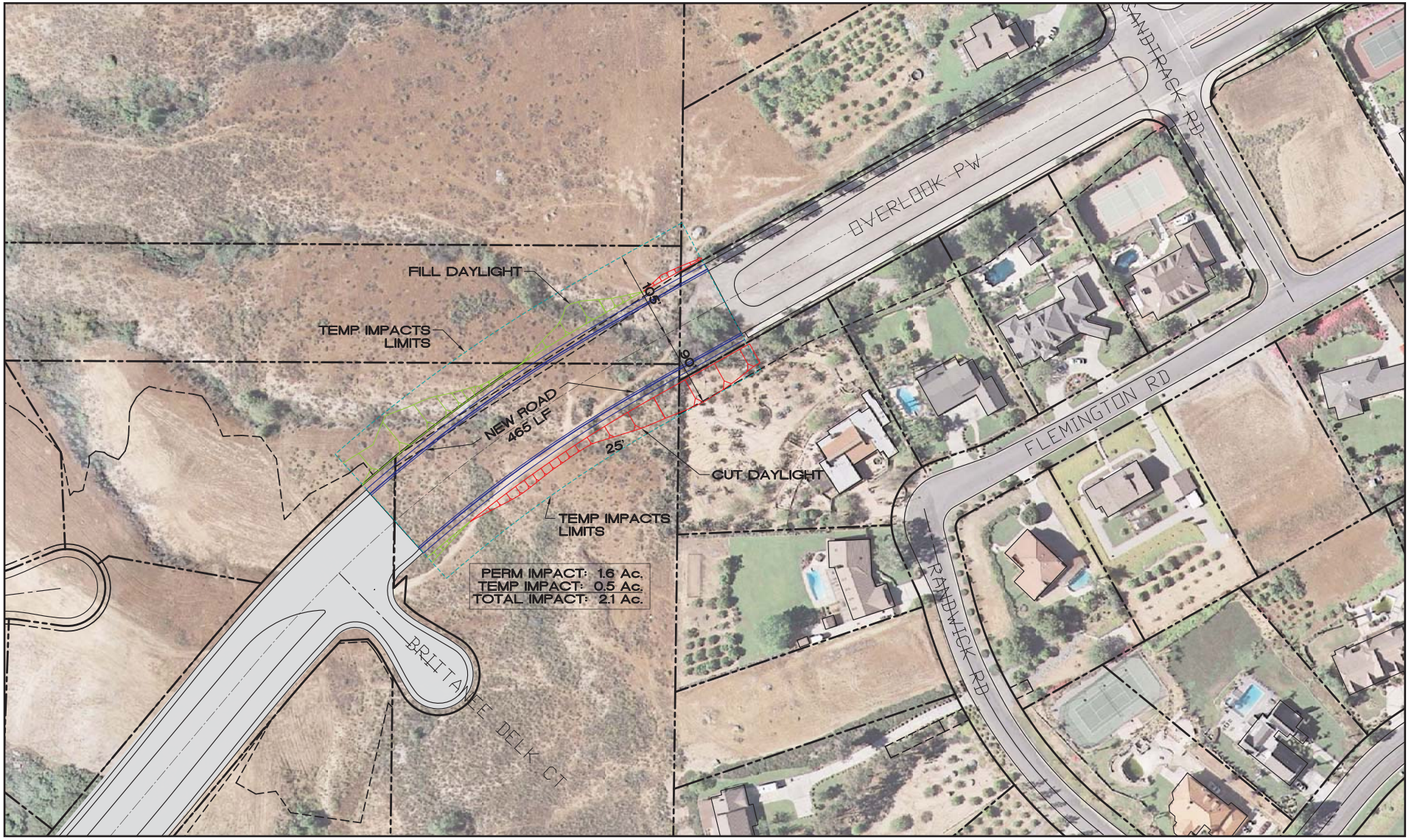
Map Source: City of Riverside Department of Public Works, 2011



No Scale

FIGURE 2-8

Grading Plan for Eastern Fill Crossing

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Impage Source: City of Riverside, 2009

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Project Impact Area (PIA)

FIGURE 2-9

Alessandro Arroyo PIA

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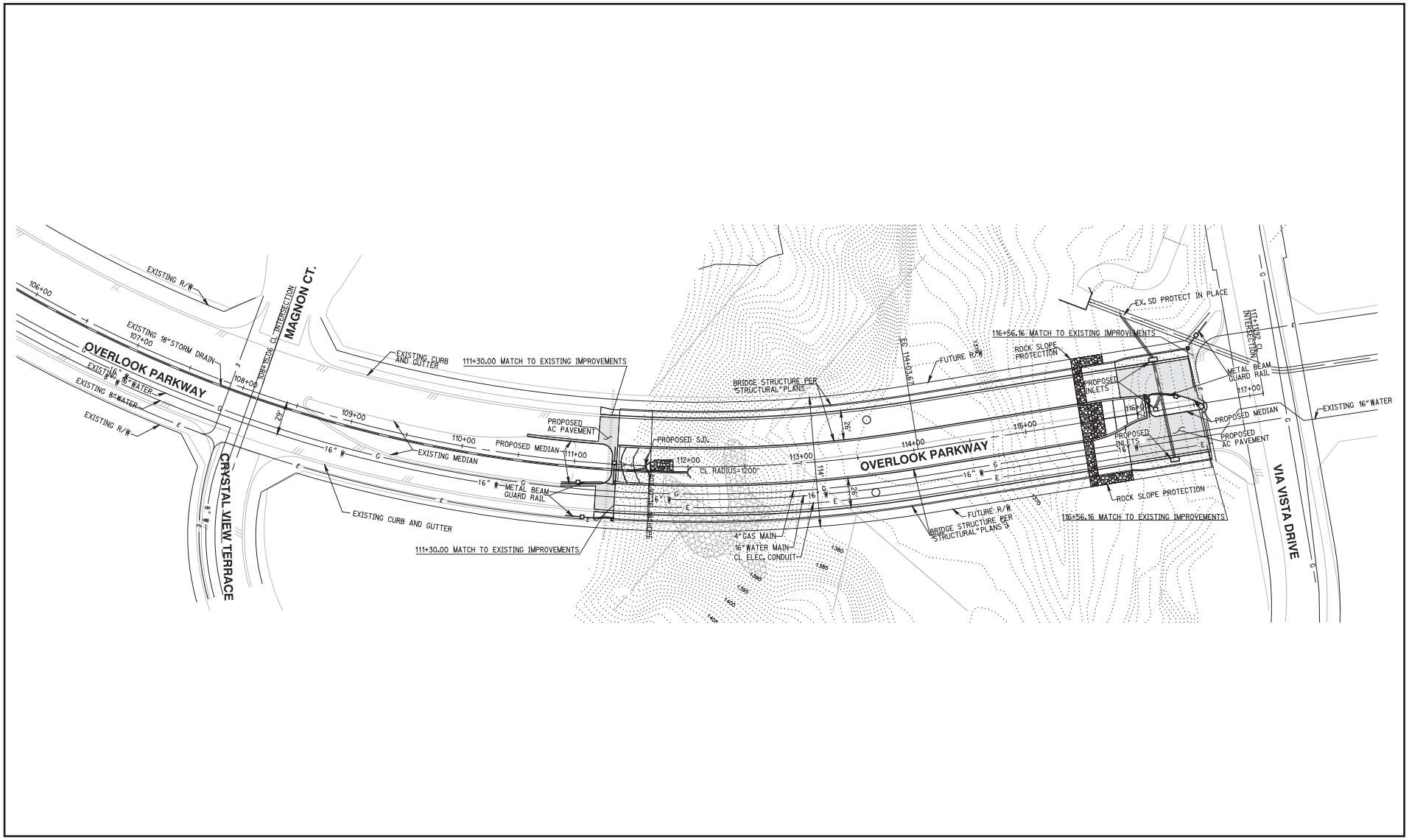
Map Source: Rick Engineering



Feet 160

FIGURE 2-10

Alessandro Arroyo Bridge Plan View Exhibit

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Map Source: Simon Wong Engineering

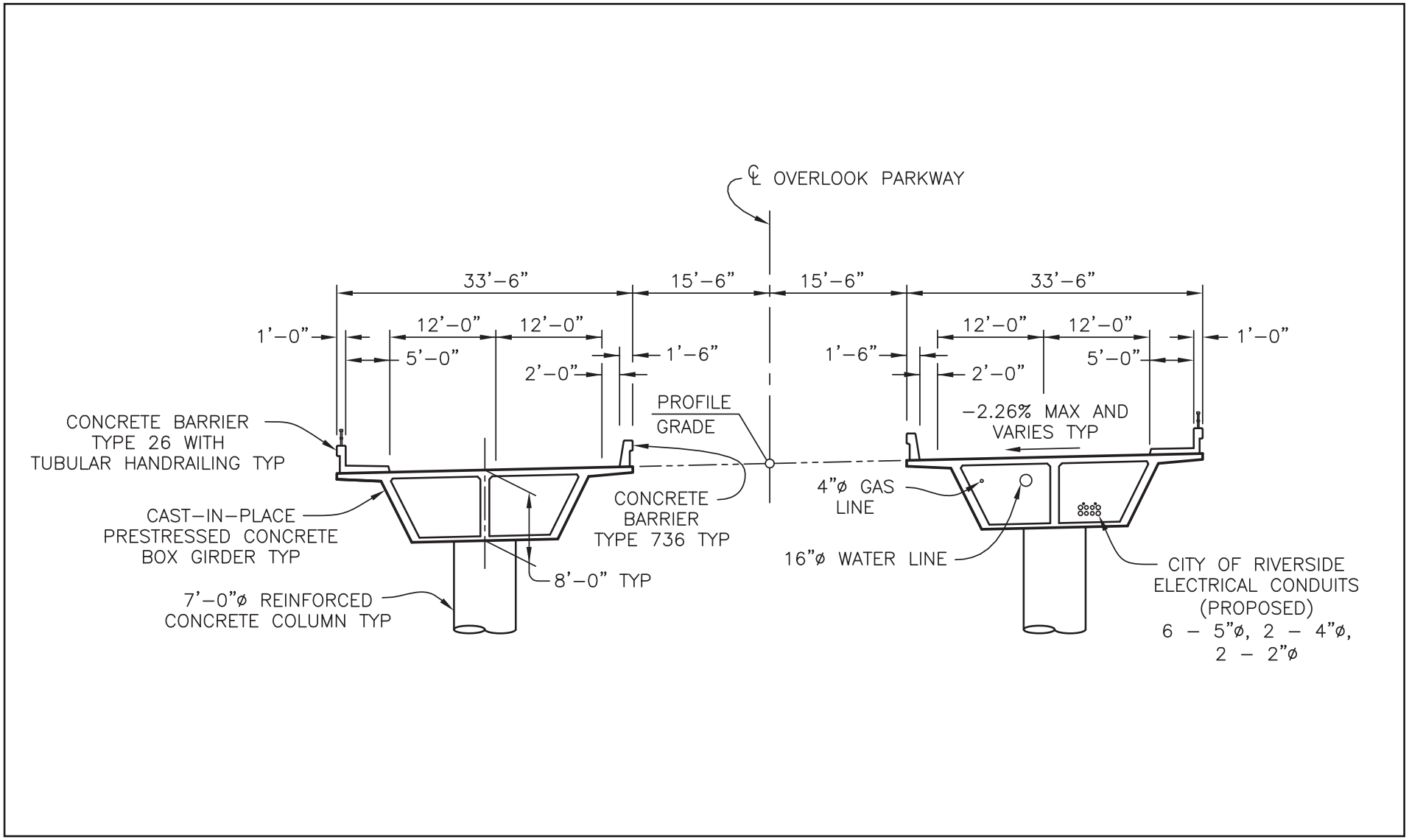

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FIGURE 2-11

Alessandro Arroyo Bridge Cross Section

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Abutments or support structures are proposed where each bridge structure would meet the existing roadway of Overlook Parkway (Figure 2-12). The eastern abutment would be placed east of Crystal View Terrace at the southern end of the proposed bridge. The eastern abutment would be placed near the existing Overlook Parkway improvement limit in order to reduce the fill behind the abutment and the associated impact to the vegetation. As part of the improvements, the existing median on Overlook Parkway would be extended approximately 50 feet, and the bridge surface would be paved and striped to match the existing surface.

The western abutment would be located directly west of Via Vista Drive. In order to maintain a constant width for the east bridge, the western abutment would be located such that the left-turn pocket from eastbound Overlook Parkway to northbound Via Vista Drive is off the bridge. A median would be installed and approximately 100 feet of the bridge surface would be paved and striped to match the existing surface of Overlook Parkway.

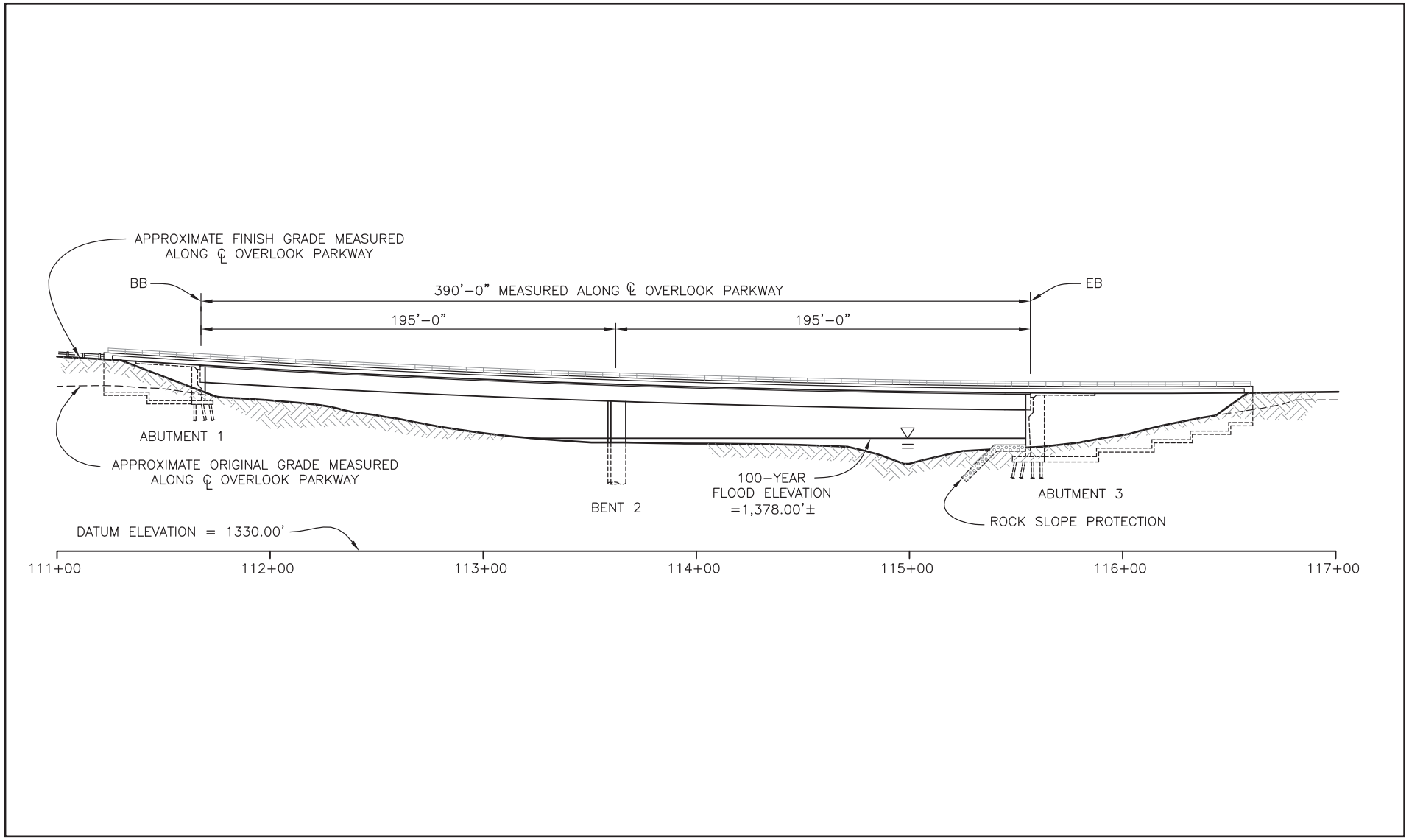
Standard retaining walls are proposed at the outside corners of each bridge to accommodate the existing slopes and reduce the permanent impacts to the vegetation associated with re-grading. Between the two bridges at the ends of the bridge, the Project proposes to re-grade at a 2:1 slope and provide wing walls or short retaining walls at the inside corners of each bridge to accommodate the grading requirements. In addition, a rock slope protection area, approximately six feet deep, would be installed to protect the abutment slope against scour, since the western abutment could be subject to erosion from stream flow during a 100-year storm event. The riprap would be placed along the graded slopes to approximately two feet above water surface elevation below finished grade to protect from scouring.

As shown on Figure 2-12, each bridge would span a distance of 390 feet over the arroyo, with two equal spans of 195-feet supported on a column with a 7-foot diameter. The total area of permanent and temporary impacts for the proposed bridge is 1.91 acres (Alessandro Arroyo PIA).

Infrastructure

Storm drain facilities would be installed in the new portions of Overlook Parkway to convey flows. At the end of the eastern abutment, a riprap pad would be installed at the outlet of the below ground storm drain. A storm drain outlet would be installed under the eastern abutment of the bridge. Two catch basins would also be installed near Via Vista Drive within the roadway improvement limits, and catch basin filters would be included to handle street flow (see Figure 2-10). This storm drain system would tie into the existing storm drain in Via Vista Drive that outlets into the arroyo to the north of the bridge.

Map Source: Simon Wong Engineering



No Scale

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FIGURE 2-12

Alessandro Arroyo Bridge Elevation

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A culvert would be constructed within the fill crossing to allow for continued drainage of storm water within the existing channel. Sizing of the culvert would be determined during final engineering in accordance with standard engineering requirements.

Utilities

Under Scenario 3, water, gas, and electric power lines would be extended from the existing lines in Overlook Parkway, west of Alessandro Arroyo, and be routed through the fill crossing and bridge to tie into existing lines near the intersection of Sandtrack Road. These facilities would be installed in the roadway concurrent with construction of the new roadway segments and bridge to limit any subsequent surface disturbance. Installation of utilities would involve use of a trencher.

For the fill crossing, City of Riverside Public Utilities (RPU) would install approximately 470 linear feet of 16-inch Ductile Iron Pipeline (DIP) within Overlook Parkway east of Brittanee Delk Court, and extend an additional 1,670 linear feet of 16-inch DIP to Alessandro Boulevard within Overlook Parkway west of Alessandro Boulevard. For the bridge, RPU would extend the existing 16-inch water line (located 29 feet south of Overlook Parkway centerline) and the existing 4-inch gas line (located 24 feet south of Overlook Parkway centerline) through the east bridge box girder cells. Approximately 550 linear feet of 16-inch DIP would be constructed within the proposed bridge over the Alessandro Arroyo. The City of Riverside typical electric conduit system (six 5-inch, two 4-inch, and two 2-inch conduits) would be provided through one of the bridge box girder cells. The conduit layout is planned in coordination with the RPU during the design phase. A future utility opening would also be accommodated in each bridge.

Project Construction

a. Eastern Fill Crossing

Grading and Construction

Grading would be required to construct the missing section of roadway between Brittanee Delk Court and Sandtrack Road. The grading would include 2:1 cut slopes on the southerly side and variable slope fills on the northerly side of the new roadway (2:1 max). The grading operations would be completed by excavating soil from the southerly side of the proposed roadway and compacting the removed material on the northerly side to provide the final subgrade elevations. No retaining walls would be used. The Eastern PIA is approximately 1.6 acres consisting of approximately 6,800 cubic yards of earthwork with approximately 1,000 cubic yards of excess soil material. Following construction, surface areas would be restored to their natural condition and revegetated with a native seed mix consistent with the on-site vegetation communities.

Access and Temporary Impact Areas

Construction traffic access to the work area would be from Alessandro Boulevard to the terminus of the existing Overlook Parkway located west of Sandtrack Road. Temporary traffic control devices would be required at each roadway terminus of the existing Overlook Parkway in order to prevent non-construction traffic from entering the Project area.

Erosion control and Best Management Practices (BMPs) would be installed during construction, such as silt fencing and sand bags on daylight slopes to collect erosion from reaching undisturbed areas. Within the existing curb and gutters, check bands (sand bags) and straw bales near inlets would provide further protection against construction materials. A concrete wash area would be used to clean vehicles and materials prior to leaving off-site.

Construction Schedule and Equipment

The anticipated duration to complete the fill crossing is approximately two months. Construction is anticipated to take place five days per week, with eight-hour days. The RMC Section 7.35.010, General Noise Regulations, places limits on the hours of construction operations. Construction shall not create a noise disturbance at residential or commercial properties, nor exceed the maximum permitted noise level for the land use category (see Table 3.10-2). Construction activities are not permitted between the hours of 7:00 P.M. and 7:00 A.M. Monday through Friday, between 5:00 P.M. and 8:00 A.M. on Saturday, or at any time on Sunday or federal holidays except for emergency work or by variance. The equipment anticipated to be utilized would include construction personnel vehicles along with a front end loader, backhoes, trencher, paving machine, compactor, and curb and gutter machine. Trucks would be used for material delivery and hauling.

b. Alessandro Arroyo Bridge

Grading and Construction

It is anticipated that the construction activities for the bridge would temporarily impact the entire area below the bridges, plus 30-foot-wide strips beyond the outer edge of each bridge. All construction staging would be accommodated on Overlook Parkway. Access to the construction site would be taken from Overlook Parkway and from Via Vista Drive. From Overlook Parkway east of Crystal View Terrace, a temporary access route would be graded for access into the arroyo in order to accommodate the movement of construction vehicles and equipment to construct the western portion of the bridge and the columns. Temporary structures or towers would be used during construction to support and hold the bridge span in place. Construction would involve three phases: abutment construction, bent construction, and superstructure construction. The

abutments are the structures that connect and support the road where it meets the bridge. Bent construction refers to the structures and frames that support the bridge. Finally, the superstructure is the portion of the bridge that supports the deck. The bridge construction is anticipated to last approximately nine months. The new structure can be constructed in a single stage. Typical erosion control and BMPs would be installed during construction. No import or export of soil would occur. After construction, areas temporarily impacted would be restored to their natural condition.

Typical erosion control and BMPs would be installed during construction, such as silt fencing and sand bags on daylight slopes to collect erosion from reaching undisturbed areas. Within the existing curb and gutters, check bands (sand bags) and straw bales near inlets would provide further protection from construction materials from entering. A concrete wash area would be used to clean vehicles and materials prior to leaving off-site.

Access and Temporary Impact Areas

Construction traffic access to the construction site is anticipated to be utilized from Alessandro Boulevard to the terminus of the existing Overlook Parkway, located approximately 500 feet west of Sandtrack Road. The grading operations would be completed by excavating soil from the southerly side of the proposed roadway and compacting the removed material on the northerly side to provide the final subgrade elevations. It is anticipated that construction equipment would temporarily impact areas beyond the final slope daylight limits on both sides of the proposed roadway in order to complete the Project. The temporary impact limits on both the northerly and southerly sides are 105 feet and 90 feet, respectively measured from centerline for an additional temporary PIA of 0.5 acre. Temporary traffic control devices would be required at each roadway terminus of existing Overlook Parkway in order to prevent non-construction traffic from entering the Project vicinity.

Construction Schedule and Equipment

The anticipated duration to complete the Project is approximately nine months. The bridge construction would be divided into three phases: abutment construction (two months), bent construction (one month), and superstructure construction (six months). Construction is anticipated to take place five days per week, with eight-hour days. As described above, the hours of construction would be limited by the RMC. Similar to the fill crossing, the equipment anticipated to be utilized would be consistent with other projects of this size and scope and would include personnel vehicles, scrapers, dump trucks, jackhammers, concrete mixers, a front end loader, backhoes, a trencher, a paving machine, a compactor, and a curb and gutter machine, along with others. In addition to the equipment listed in Table 2-1, trucks would be required for material delivery and hauling.

TABLE 2-1
CONSTRUCTION EQUIPMENT FOR OVERLOOK PARKWAY

Phase*	Equipment
Abutment Construction	1 Excavator
	1 Backhoe
	1 Bob Cat
	1 Pile Driver and Lead
	1 Crawler Crane
	1 Mobile Crane
	1 Concrete Pump
	2 Portable Generators
	2 Air Compressors
Bent Construction	1 Backhoe
	1 Bob Cat
	1 Pile Drill Rig
	1 Crawler Crane
	1 Mobile Crane
	1 Concrete Pump
	2 Portable Generators
	2 Air Compressors
Superstructure Construction	1 Backhoe
	2 Forklifts
	1 Pile Drill Rig
	2 Mobile Cranes
	2 Concrete Pumps
	2 Portable Generators
	2 Air Compressors
Fill Crossing	1 Loader
	2 Backhoes
	1 Trencher
	1 Paving Machine
	1 Compactor
	1 Curb and Gutter Machine

SOURCE: Personal communication with Simon Wong, Rick Engineering, and City of Riverside Public Works Department.
*Assumes construction would occur five days per week.

The process to remove the gates would be conducted as part of routine City maintenance procedures. The gates would only be removed upon completion of Overlook Parkway.

2.6.4 Scenario 4

Overview

Under Scenario 4, the existing Crystal View Terrace and Green Orchard Place gates would be removed, and the roadways would remain permanently open to all traffic. As under Scenario 3, the fill connection between Via Vista Drive and approximately 500 feet west of Sandtrack Road would be constructed and Overlook Parkway would be

connected via a bridge over the Alessandro Arroyo, as described in Scenario 3. In addition, under Scenario 4, the Proposed C Street would be constructed as a new alignment for Washington Street, as illustrated on Figure 2-13. The purpose of this scenario is to implement the planned connections in the Master Plan of Roadways. The Proposed C Street was contemplated in the General Plan 2025, given the increased traffic volumes with buildout of the City and the need to protect the City's Greenbelt. 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. The design and location of this scenario is intended to redirect some vehicles trips from Washington Street and Dufferin Avenue to a new roadway.

The Proposed C Street would be located within the Arlington Heights Greenbelt to provide a new alignment for Washington Street; once constructed, it would be named "Washington Street". Once the Proposed C Street is constructed, the portion of roadway currently named Washington Street from the intersection of Victoria Avenue south to Engle Drive would be renamed to "Washington Place" or "Washington Court". Therefore, as a subsequent action, the Master Plan of Roadways (see Figure 2-3 of the General Plan 2025) would be amended for consistency.

Project Components

The Proposed C Street would be extended approximately one mile, originating approximately 500 feet north of the intersection of Overlook Parkway and Washington Street, continuing in a northwest direction, and ending at the intersection of Madison Street and Victoria Avenue (Figure 2-14). The proposed alignment would include four lanes of travel, with 80 feet of curb-to-curb improvements, including a 12-foot median, within a 100-foot right-of-way (Figure 2-15). The Proposed C Street would connect to the existing intersection of Victoria Avenue and Madison Street. The Proposed C Street includes four 12-foot lanes of travel, and therefore, would necessitate the following improvements to the existing intersection: the existing four-way stop controlled intersection would be signalized, and crosswalks would be added on the western segment of Victoria Avenue. The existing median would be extended to allow for a trail that would be placed within the median as a crosswalk. The trail would be constructed of color-matched concrete, paver stones, or flat rocks embedded in concrete mortar. The final design of all improvements would comply with American with Disability Act standards. No curbs or turn pockets are proposed.

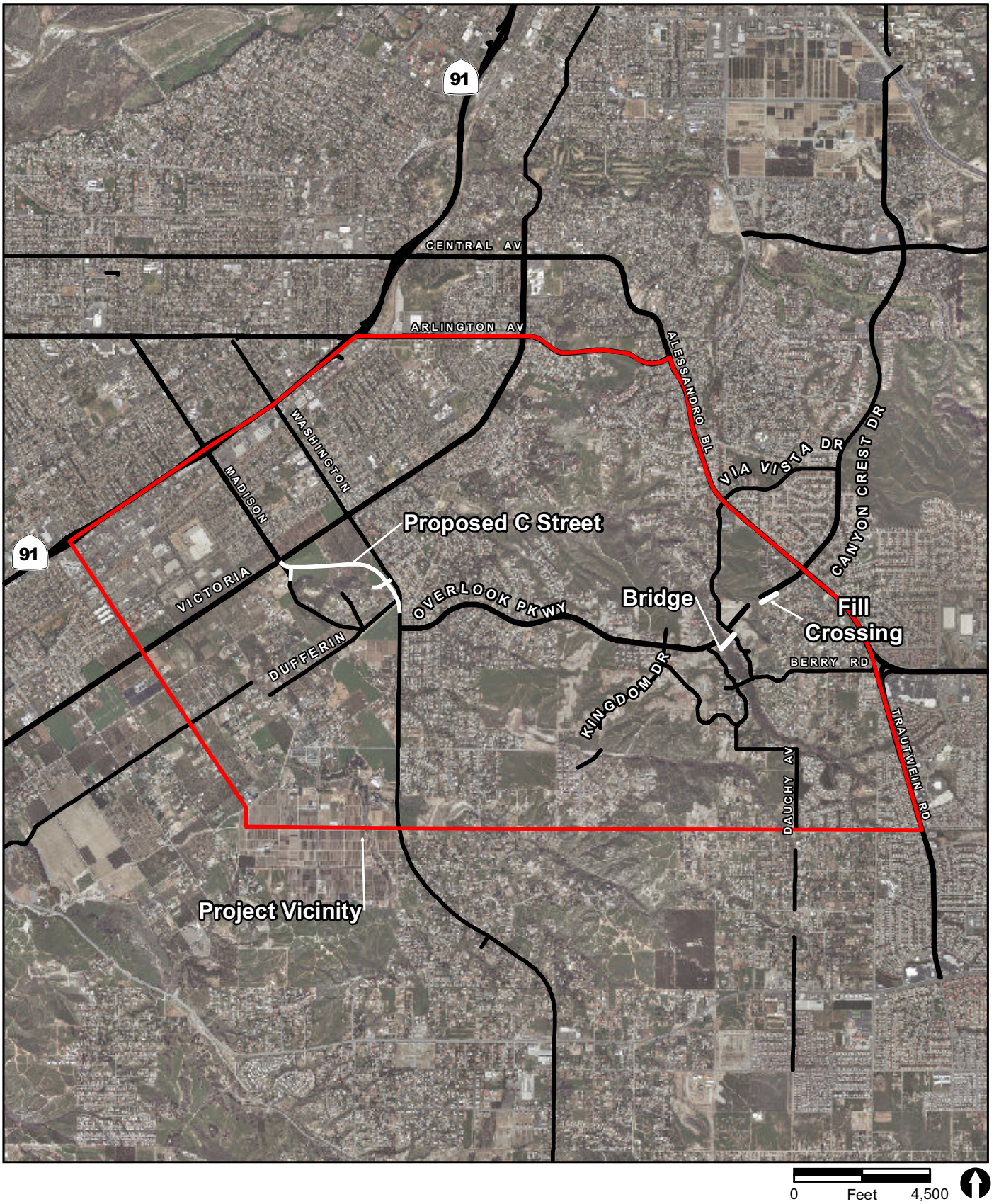

FIGURE 2-13

Scenario 4

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Impage Source: City of Riverside, 2009

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Project Impact Area (PIA)

FIGURE 2-14

Western PIA

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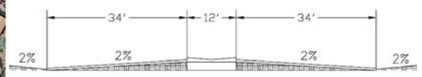

TYPICAL SECTION

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FIGURE 2-15

Proposed C Street Plan View and Cross Section

The roadway cross section for the Proposed C Street would include sidewalks, curb and gutter, and a median consistent with City standards for arterials. The alignment for the Proposed C Street is proposed in an area that is relatively flat, ranging from 1,000 feet above mean sea level (msl) in the southeast portion to 920 feet above msl in the northwest portion, and grading would be required to create the roadbed and prepare the area for laying for pavement material.

In conjunction with the new roadway, other Project components are required (Figure 2-16), including:

- A cul-de-sac and roadway vacation along Washington Street from Engle Drive to just north of the existing Overlook Parkway and Washington Street intersection;
- A cul-de-sac and roadway vacation along Dufferin Avenue, west of the Proposed C Street;
- The realignment of Lenox Avenue/Graylock Avenue to provide a connection to the Proposed C Street and the existing Washington Street;
- The Proposed C Street would cross the Gage Canal, requiring a culvert under the road for the canal just east of the existing alignment of Washington Street. As a result of the vacation of the existing Washington Street, the portion of roadway currently covering the Gage Canal would be removed; and
- The vacation of a portion of Madison Avenue and a realignment to the alignment of the Proposed C Street.

New roads would be paved and striped. Landscaping in the median of the Proposed C Street would be done with drought-tolerant native plant or tree species. A water-efficient irrigation system would be installed within the median of the Proposed C Street. The City would vacate the existing right-of-way in select sections where cul-de-sacs and other improvements are proposed. Vacating the right-of-way involves removing pavement and all traffic devices within developed, paved areas.

The total area of permanent and temporary impacts for the Proposed C Street is 19.51 acres (Western PIA).

Infrastructure

Under Scenario 4, storm drain facilities would include the same improvements as described for under Scenario 3 for both the fill crossing and bridge Project components. For the Proposed C Street, storm drain facilities would be extended from the existing facilities in Washington Street and adjacent roadways and be routed through the new

roadway alignment and tie into existing lines near the intersection of Madison and Victoria Avenues.

Utilities

Under Scenario 4, utility line improvements would include the same improvements as under Scenario 3 for both the fill crossing and bridge Project components. For the Proposed C Street, water, gas, and electric lines would be extended from the existing facilities in Washington Street and adjacent roadways and be routed through the new roadway alignment and tie into existing lines near the intersection of Madison Avenue and Victoria Avenue. In addition, public fire hydrants for the fire protection water supply would be constructed along the new alignment in accordance with Municipal Code Section 16.32.065. Existing pipelines would be maintained within City easements where roadways require vacation.

Project Construction

Scenario 4 would include the same construction details for the Project components described under Scenario 3, above. Additionally, Scenario 4 proposes the construction of the Proposed C Street between Washington Street and Victoria Avenue. This scenario involves construction at two locations: the eastern connection of Overlook Parkway and the Proposed C Street west of Washington. If selected, Overlook Parkway would not be built until all funding is in place and all right of way is acquired for the entire project, including the Proposed C Street.

Grading and Construction

Construction of the Proposed C Street would include grading along the proposed alignment for approximately 15.3 acres. New roads would be paved and striped. The City would vacate the existing right-of-way in select sections where cul-de-sacs and other improvements are proposed (see Figure 2-16). Vacating the right-of-way involves removing pavement and all traffic devices. Erosion control and BMPs would be installed during construction.

Access and Temporary Impact Areas

Temporary construction activities for the new roadways would be restricted to the proposed alignment plus a 20-foot-wide construction easement on either side of the proposed roadways. Access would be taken from nearby adjacent roadways. Temporary traffic control devices would be required at key areas where Project construction near existing street segments is taking place in order to prevent non-construction traffic from entering the Project area.

Image source: City of Riverside (flown 2009)

Permanent Impacts (Proposed C Street and New Roadway Alignments)

Temporary Impacts (20-Foot Easement)

Vacated Roads

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FIGURE 2-16

Scenario 4 Components

Construction Schedule and Equipment

As discussed above, the anticipated duration to complete the fill crossing and bridge is approximately two months and nine months, respectively. Construction activities for the Proposed C Street would last approximately three months. Construction is anticipated to take place five days per week, with eight-hour days. Due to the location and length of the new road, construction would be after work is completed related to the connection of Overlook Parkway (i.e., the bridge and fill crossing). The equipment needed for construction is similar to that required for the Overlook Parkway roadway construction described above and listed in Table 2-1, including personnel vehicles, scrapers, dump trucks, jackhammers, concrete mixers, a front end loader, backhoes, a trencher, a paving machine, a compactor, and a curb and gutter machine, along with others. Trucks would be used for material delivery and hauling. The process to remove the gates would be conducted as part of routine City maintenance procedures. The gates would be removed upon completion of Overlook Parkway.

Construction activities would also occur west of Washington Street for the Proposed C Street. Table 2-2 lists the equipment that would be needed for grading and paving of the new roadway.

TABLE 2-2
CONSTRUCTION EQUIPMENT FOR THE PROPOSED C STREET

Phase	Equipment
Grading	2 Excavators
	1 Grader
	1 Rubber Tired Dozer
	2 Scrapers
	2 Tractors/Loaders/Backhoes
Paving	1 Paver
	1 Paving Equipment
	1 Roller

2.7 Off-site Improvements

The traffic study included an evaluation of intersections and roadway links within the Project vicinity. The results indicate that all scenarios would have impacts to intersections and roadway links that require mitigation. The traffic impacts and mitigation measures are discussed in Section 3.11 of this DEIR. Although located within the larger Project vicinity, the improvements are “off-site” in that they are located outside of the PIA for each scenario (e.g., gates, Overlook Parkway, and Proposed C Street).

The off-site improvements involve signalization and road widening and modifications to accommodate turn lanes. When these intersections are designed to accommodate signals and additional turn lanes, all other improvements related to sidewalks/crosswalks, bike facilities, and American with Disabilities Act (ADA)-accessibility facilities would also be installed. Proposed mitigation measures include alterations to intersections along Victoria Avenue, including:

Washington Street at Victoria Avenue

- Signalize the intersection (Scenario 1).
- Signalize the intersection and add an additional south-bound through lane on Washington Street (Scenarios 2, 3, and 4).
- Signalize the intersection and add a separate left-turn lanes on Victoria Avenue in both directions (Scenario 3).

Madison Street/Proposed C Street at Victoria Avenue

- Signalize intersection and modify northbound and southbound lane configurations to have two through lanes (Scenarios 2 and 3).
- Signalize intersection and add a separate east-bound right-turn lane by paving the existing two-foot shoulder for approximately 100 feet (Scenario 4).

Arlington Avenue at Victoria Avenue (already signalized)

- Add a westbound right-turn lane on Arlington Avenue (Scenarios 1, 2, and 3).

Due to the historic nature of Victoria Avenue (see Section 3.4 of this DEIR), design considerations have been made to limit travel lanes within the intersection to 10 feet in width and to maintain dirt shoulders on Victoria Avenue. However, features such as curbs and a crosswalk across the median may be required to ensure safety and meet accessibility guidelines. The intersections at Washington Street and Victoria Avenue would require the installation of traffic lights at all four corners of the intersections and in the median and a crosswalk across the western median strip at the intersection. Similar improvements at the intersection of Victoria Avenue and Madison Avenue would be required, including a crosswalk across the western median and 10-foot lanes. In this area, the median would be extended to accommodate the crosswalk.

Paving for additional shoulder or turn lanes would require a minimal amount of construction equipment. Signalization, restriping, and paving would occur after removal/reinforcement of the gates and/or completion of grading associated with roadway improvements described for the proposed scenarios. These activities would not

occur simultaneously with the construction activities discussed for each scenario. These construction activities would range from 1/2 day to approximately two weeks, depending on the specific improvements being implemented.

2.8 Approvals

This DEIR addresses the impacts of the four scenarios as outlined in Section 2.6 along with each of the associated discretionary approvals and associated activities. As part of the proposed Project, the following approvals are required.

2.8.1 Discretionary Approvals

Certification of the EIR would be required for all scenarios; however, only one scenario could be chosen, and the discretionary actions vary slightly for each scenario. Because the proposed Project involves policies related to the General Plan 2025, three scenarios (Scenario 2, 3, and 4) would require amendments to one or more policies in the General Plan 2025 and for Scenario 4 an amendment to the Master Plan of Roadways (Figure CCM-4). The following discretionary actions by the City Council would be required for the selected scenario.

Scenario 1

- Certify EIR
- Approve Project

Scenario 2

- Certify EIR
- Approve Project
- Amend General Plan 2025 to remove Policy CCM-4.4 from the Circulation and Community Mobility Element, which prohibits the removal of the Crystal View Terrace barrier prior to construction of the Overlook Parkway bridge across the Alessandro Arroyo

To ensure consistency with amended General Plan 2025 policies, the City would also be required to amend Project Conditions and relevant mitigation measures on the Mitigation Monitoring Reporting Program for TM-29628 (Condition #36) and TM-29515 (Condition #3) to remove the condition for gates on Crystal View Terrace and Green Orchard Place to be installed until Overlook Parkway is connected to the east across the Alessandro

Arroyo and to Alessandro Boulevard. It should be noted that these residential projects have been developed, but maintain the condition for the gates to be in place.

Scenario 3

- Certify EIR
- Approve Project
- Amend General Plan 2025 to remove the western connection to SR-91 from the Master Plan of Roadways shown on Figure CCM-4 (Master Plan of Roadways)
- Amend General Plan 2025 to remove Policy CCM-4.2 from the General Plan 2025, which requires the City to do an analysis of a new route between Washington Street and the SR-91 prior to the connection of Overlook Parkway across the Alessandro Arroyo.

Scenario 4

- Certify EIR
- Approve Project
- Amend General Plan 2025 to add alignment of the Proposed C Street (from Washington Street to Victoria Avenue) to the General Plan 2025 Circulation and Community Mobility Element Master Plan of Roadways (see Figure 2-3).

2.8.2 Related Actions and Coordination

In addition to the discretionary actions listed above for each of the scenarios, the City would need to acquire property or easements for right-of-way to accommodate Project components under Scenarios 3 and 4. If Scenario 3 or 4 is selected, the City would conduct an appraisal of the property required for the roadway alignments. After an evaluation, a notice would be sent to the property owner indicating the City's intent to acquire property for public infrastructure improvements. In cases where the property acquisition is contested, the City may enter into an eminent domain process to secure the right-of-way for a public use. This action would be a subsequent action to certifying the EIR. Eminent domain would only be used if negotiations between the City and the private property owner fail. In the case of an eminent domain process, public hearings on the eminent domain actions, payment to the owners for fair market value, and providing the occupant compensation up to and including relocation benefits and allowances, if needed, entitled by law would occur.

The Local and Tribal Intergovernmental Consultation process, commonly known as Senate Bill (SB) 18, was signed into law in September of 2004 and took effect on March 1, 2005. SB 18 established responsibilities for local governments to contact, provide notice to, refer plans to, and consult with California Native American Tribes. SB 18 requires local (city and county) governments to consult with California Native American tribes to aid in the protection of traditional tribal cultural places ("cultural places") through local land use planning. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage for the purpose of protecting, or mitigating impacts to, cultural places. SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to adoption and amendment of both general plans (defined in Government Code §65300 et seq.) and specific plans (defined in Government Code §65450 et seq.).

The purpose of the SB 18 consultation process is to protect the identity of the cultural place and to develop appropriate and dignified treatment of the cultural place in any subsequent project. The consultation is required for Scenarios 2, 3, and 4, which all involve a General Plan amendment. As part of the application process, California Native American Tribes must be given the opportunity to consult with the City for the purpose of preserving, mitigating impacts to, and identifying cultural places located on Project land within the City's jurisdiction. The City initiated tribal consultation under SB 18 on February 16, 2011 with all tribes considered having an affiliation with areas of the Project vicinity. As part of the SB 18 consultation, the City included the people/tribes on the list supplied by the Native American Heritage Commission (NAHC) in their correspondence. Of the response letters received by the City, the Soboba Band of Luiseño Indians, San Manuel Band of Mission Indians, and the Pechanga Band of Luiseño Mission Indians indicated they would like to have government-to-government consultation, receive copies of any archaeological documentation, and be given notification prior to any ground disturbances including construction activities.

2.8.3 Other Agency Approvals

South Coast Air Quality Management District (SCAQMD) – Approval of a Fugitive Dust Control Plan for grading activities: The SCAQMD is an agency that regulates sources of air pollution within the region. A Fugitive Dust Control Plan submitted to the SCAQMD for approval will be required prior to issuance of grading permits (SCAQMD Rule 403). This approval would be required for Scenarios 3 and 4.

U.S. Army Corps of Engineers (ACOE) – Section 404 Permit, Clean Water Act, Dredge and Fill for temporary and permanent impacts to waters of the U.S.: In accordance with Section 404 of the Clean Water Act, the ACOE regulates the discharge of dredged and/or fill material into waters of the U.S. Within areas delineated as

jurisdictional waters of the U.S. and adjacent wetlands, all activities resulting in the discharge of fill material require a permit from ACOE. This approval would be required for Scenarios 3 and 4.

Santa Ana Regional Water Quality Control Board (SARWQCB) – Section 401 Permit, Clean Water Act, Discharge of Waters to the U.S. for temporary and permanent impacts to waters of the U.S.: The SARWQCB regulates water quality through monitoring of compliance with the regional water quality general permit in accordance with the Clean Water Act Section 401 certification process. The SARWQCB would have the responsibility of approving the Notice of Intent to comply with the terms of the general permit to discharge storm water associated with future construction activities. The SARWQCB would also be a Trustee Agency as it holds regional water quality in its trust through the NPDES compliance review process. This approval would be required for Scenarios 3 and 4.

California Department of Fish and Game (CDFG) – Section 1602 Permit, Fish and Game Code, Streambed Alteration Agreement—for temporary and permanent impacts to jurisdictional streambed: The CDFG regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. A Streambed Alteration Agreement is required for a project that impacts CDFG jurisdictional resources. This approval would be required for Scenarios 3 and 4.

State Water Resources Control Board (SWRCB) – Construction General Permit: Coverage under Construction General Permit 99-08-DWQ for discharges of storm water associated with construction activities. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). This approval would be required for Scenarios 3 and 4.