Figures 3.4-3 through 3.4-7 show a large number of census tracts in the vicinity of the project segments of SR-91 and I-15. However, the study area for the assessment of potential project impacts to environmental justice populations focused on those census tracts in which property would be acquired for the project. As discussed in Chapter 4.0 of the CIA, current right-of-way mapping shows that relocations would occur entirely within the City of Corona. All of the relocations would occur within the following census tracts in the City of Corona: 408.10, 408.11, 414.10, 414.11, 417.03, 417.04, and 419.06. Those census tracts are the defined study area for the environmental justice analysis.

Table 3.4.19 summarizes the demographic characteristics for those study area census tracts and shows the environmental justice data for those census tracts.

Table 3.4.19 Comparison of Low-Income and Minority Populations for the Study Area Census Tracts

Tract	Percent Environmental Justice Population			
	Non-White	Hispanic	Below Poverty Level	Median Household Income
408.10	45%	23%	6%	$63,685
408.11	47%	22%	5%	$60,350
414.10	59%	92%	19%	$36,681
414.11	50%	73%	9%	$41,906
417.03	49%	70%	24%	$28,125
417.04	59%	82%	26%	$29,229
419.06	44%	55%	7%	$41,520
Riverside County	30%	36%	14%	$42,887
Corona	38%	44%	11%	$53,148

Source: United States Census Bureau (2000).

Non-White Population

The percentage of Non-White residents was calculated by subtracting the number of White residents (one race only, as identified by the 2000 Census) from the overall population and dividing the difference by the total population. Between 1990 and 2000, the total population in Riverside County grew by 32 percent. However, the percentages of some groups in the total county population decreased over that time period. In Riverside County in 1990, the Non-White population comprised 23.6 percent of the total population. In 2000, the Non-White population comprised 34.4 percent of the total population in Riverside County. In Orange County, the Non-White population comprises approximately 30 percent of the population, while the Hispanic population is nearly 31 percent.

Among the Cities of Anaheim, Yorba Linda, Corona, Riverside, and Norco, Anaheim has the largest percent of Non-White residents at 40 percent, while Norco has the least at 15.5 percent. The City of Anaheim has the largest percentage of Hispanic residents, nearly 47 percent, while Yorba Linda reports just 10 percent Hispanic population. In the City of Corona, where the majority of the displacements would occur, approximately 33 percent of the population is Non-White, and nearly 36 percent of the population is Hispanic.

The City of Anaheim experienced an overall increase in Non-White population between 1990 and 2000, with the largest increases in the American Indian/Native Alaskan, Other, and Asian populations (at 113, 85, and 66 percent, respectively). In 1990, the Non-White population comprised 28 percent of the population, and by 2000 it had increased to 40 percent.

In the 2000 Census, the City of Yorba Linda reported the least substantial change in its Non-White population with only a 21 percent increase. The Asian population reported the largest increase, at 25 percent, followed by the Black population, which increased 18 percent.

In 1990, the Non-White population in the City of Corona comprised 24.1 percent of the population, and by 2000 it had increased to 38 percent. The Black population had the greatest increase between 1990 and 2000 in the City of Corona, at 282 percent. This was followed by substantial increases in several other populations, including Other, Asian, and American Indian/Native Alaskan (at 113, 75, and 71 percent, respectively).

The Non-White population in the City of Norco decreased between 1990 and 2000 from 21 percent to 14.5 percent, with the biggest decrease in the Hawaiian/Pacific Islanders population (at -43 percent). Over that same time period, the Black population in the City of Norco decreased by 20 percent.

Between 1990 and 2000, the Non-White population in the City of Riverside increased by 73 percent with the Other, American Indian/Native Alaskan, and Asian populations increasing by 50, 45, and 32 percent, respectively.

Two census tracts reported over 50 percent Non-White population in the 2000 Census: Census Tracts 414.10 and 417.04 each at 59 percent.

Hispanic Population

Between 1990 and 2000, the Hispanic population in Riverside and Orange Counties increased 82 and 55 percent, respectively. In the City of Corona, the Hispanic population increased nearly 93 percent between 1990 and 2000. The Hispanic population increased by 83 percent in the City of Anaheim over the same period. The City of Riverside reported the next largest increase at 57 percent. The Cities of Norco and Yorba Linda both experienced an average 20 percent increase in the Hispanic population over that time period.

As reported in the 2000 Census, at 92 percent, Census Tract 414.10 had the largest Hispanic population in 2000, followed by Census Tracts 415.00 and 417.04, at 84 and 82 percent, respectively. Census Tracts 219.42 and 218.26 reported the smallest Hispanic populations in 2000, at 12 and 13 percent, respectively.

Poverty Level

For 2000, DHHS defines poverty guidelines for a family of three at $18,310 and a family of four at $22,050. As shown earlier in Table 3.4.3, the poverty rate for Orange and Riverside Counties in the 2000 Census is, on average, similar to the State average of 14.2 percent. The City of Riverside has the greatest percentage of persons below poverty, at 15.8 percent, followed by the City of Anaheim at 14.1 percent. The City of Yorba Linda reported the lowest amount of persons below poverty, at 3.0 percent. The City of Norco reported 5.3 percent of persons below poverty and the City of Corona reported 8.3 percent of persons below poverty.

As reported in the 2000 Census, of the census tracts in the study area, Census Tract 415.00 had the highest percentage of persons below poverty, at nearly 30 percent, followed by Census Tracts 416.00 and 417.03 at approximately 26 percent each. Census Tract 419.07 had the lowest percent of persons below poverty, at 1.14 percent, followed by Census Tract 418.10 at 1.94 percent.

Median Household Income

The 2000 Census reports that the average median household incomes for Orange and Riverside Counties are higher than the State average of $47,493. The City of Yorba Linda has the highest median household income, $89,593, which is higher than the State and Orange County averages. The City of Riverside has the lowest, at $41,646.

As reported in the 2000 Census, Census Tract 219.24 has the highest median household income, at $90,377, followed by Census Tract 414.09 at $85,023. Three

census tracts reported median household incomes below $30,000: Census Tracts 416.00, 417.03, and 417.04.

3.4.3.3 Environmental Consequences

The potential impacts of the SR-981 CIP related to environmental justice populations are described in the following sections:

- Summary of Impacts, which provides a brief summary of the project effects on environmental justice populations
- Summary of Impacts for Alternative 2f, which provides a brief summary of the effects of Alternative 2f on environmental justice populations
- Permanent Impacts, which discusses the permanent project effects on environmental justice populations in more detail
- Temporary Impacts, which discusses the temporary project effects on environmental justice populations in more detail

Summary of Impacts

Minority and low-income populations in census tracts adjacent to the project segment of SR-91 would be impacted by the acquisition of property, the removal of homes and businesses and the displacement/relocation of residents and businesses for Alternatives 1 and 2. As discussed in Section 3.4.2, Relocations and Real Property Acquisitions, the relocations under Alternatives 1 and 2 will occur entirely in the City of Corona in Census Tracts 408.10, 408.11, 414.10, 414.11, 417.03, 417.04, and 419.06. Alternatives 1 and 2 would impact minority and low-income populations in those census tracts primarily as a result of the acquisition of property and removal of homes and businesses from the acquired properties. For the SR-91 CIP to meet the defined project purpose, which is to provide for effective and efficient movement between and through Corona and western Riverside County, it is not possible to avoid those census tracts.

As a result, Alternatives 1 and 2 would result in adverse impacts to minority and low-income populations, including in some census tracts where the percentages of the environmental justice populations are higher than in the City and Riverside County. However, those census tracts also include populations that are not defined as environmental justice populations. Although minority or low income populations will be affected, they will not be disproportionately affected.

Alternatives 1 and 2 would benefit most study area residents, including minority, low-income, and transit-dependent populations, by improving mobility and circulation

through the City of Corona and to/from western Riverside County and northeastern Orange County. Additionally, local access at all the existing interchanges would be maintained except at West Grand Boulevard, where the existing nonstandard half-diamond interchange ramps would be removed and replaced with improved local connectivity to the Lincoln Avenue interchange. Alternatives 1 and 2 include HOV lanes or tolled express lanes that would provide increased mobility and improved travel times on SR-91 compared to the No Build Alternative.

Alternatives 1 and 2 would provide improved pedestrian and bicycle facilities within the project limits with improved sidewalks on the arterials crossing SR-91. In addition, an approximately 200 ft long segment of the Santa Ana River Trail/Bike Lane would be relocated north and farther away from SR-91, which would improve the pedestrian and bicycling experience in that area. These modifications would benefit minority, low-income, and transit-dependent populations by improving mobility in the area.

On the local streets that cross SR-91 and I-15, the widened freeway cross sections would result in wider overcrossings and undercrossings, which would increase the lengths of the roads and sidewalks on the overcrossings or in the undercrossings and the amount of time pedestrians and bicyclists spend on the overcrossings or in the undercrossings. Even with lighting consistent with local standards, the segments of those roads under the existing overcrossings would experience a reduction in the amount of natural light, which could be perceived by pedestrians and bicyclists as adversely affecting their experiences crossing under SR-91.

Measures CI-1 through CI-4, T-1, T-4, and V-1 would minimize the effects of Alternatives 1 and 2 and their design variations related to community character and cohesion, including those effects on environmental justice populations.

In summary, although Alternatives 1 and 2 would impact certain environmental justice populations, those impacts would not be disproportionately high or adverse to those populations based on consideration of the project benefits to those populations and the measures included in the project to specifically address effects associated with property acquisition.

Construction activities would temporarily affect low-income and minority populations. Those impacts could include disruption of local traffic patterns and access to residences and businesses, increased traffic congestion, and increased noise, vibration, and dust. No construction staging will occur in areas where sensitive

receptors are present. In addition, the project construction would comply with standard air quality Measures SC-1 through SC-5 (provided in Section 3.14) and standard noise/vibration Measures N-2 and N-3 (provided in Section 3.15). With the implementation of those minimization measures, the construction-related noise and air quality impacts would not result in disproportionate impacts related to community character and cohesion for minority or low-income populations.

Summary of Impacts for Alternative 2f

Minority and low-income populations in census tracts adjacent to the project segment of SR-91 would be impacted by the acquisition of property, the removal of homes and businesses and the displacement/relocation of residents and businesses for Alternative 2f. As discussed in Section 3.4.2, the relocations under Alternative 2f will occur entirely in the City of Corona in Census Tracts 408.10, 408.11, 414.10, 414.11, 417.03, 417.04, and 419.06. Alternative 2f would impact minority and low-income populations in those census tracts primarily as a result of the acquisition of property and removal of homes and businesses from the acquired properties. For Alternative 2f to meet the defined project purpose, which is to provide for effective and efficient movement between and through Corona and western Riverside County, it is not possible to avoid those census tracts.

As a result, Alternative 2f would result in adverse impacts to minority and low-income populations, including in some census tracts where the percents of the environmental justice populations are higher than in the City and Riverside County. However, those census tracts also include populations that are not defined as environmental justice populations. Although minority or low income populations will be affected, they will not be disproportionately affected.

Alternative 2f would benefit most study area residents, including minority, low-income, and transit-dependent populations, by improving mobility and circulation through the City of Corona and to/from western Riverside County and northeastern Orange County. Additionally, local access at all the existing interchanges would be maintained except at West Grand Boulevard, where the existing nonstandard half-diamond interchange ramps would be removed and replaced with improved local connectivity to the Lincoln Avenue interchange. Alternative 2f includes tolled express lanes that would provide increased mobility and improved travel times on SR-91 compared to the No Build Alternative.

Alternative 2f would provide improved pedestrian and bicycle facilities within the project limits with improved sidewalks on the arterials crossing SR-91. In addition, an approximately 200 ft long segment of the Santa Ana River Trail/Bike Lane would be relocated north and farther away from SR-91, which would improve the pedestrian and bicycling experience in that area. These modifications would benefit minority, low-income, and transit-dependent populations by improving mobility in the area.

On the local streets that cross SR-91 and I-15, the widened freeway cross sections in Alternative 2f would result in wider overcrossings and undercrossings, which would increase the lengths of the roads and sidewalks on the overcrossings or in the undercrossings and the amount of time pedestrians and bicyclists spend on the overcrossings or in the undercrossings. Even with lighting consistent with local standards, the segments of those roads under the existing overcrossings would experience a reduction in the amount of natural light, which could be perceived by pedestrians and bicyclists as adversely affecting their experiences crossing under SR-91.

Measures CI-1 through CI-4, T-1, T-4, and V-1 would minimize the effects of Alternative 2f related to community character and cohesion, including those effects on environmental justice populations.

In summary, although Alternative 2f would impact certain environmental justice populations, those impacts would not be disproportionately high or adverse to those populations based on consideration of the project benefits to those populations and the measures included in the project to specifically address effects associated with property acquisitions.

Construction activities for Alternative 2f would temporarily affect low-income and minority populations. Those impacts could include disruption of local traffic patterns and access to residences and businesses, increased traffic congestion, and increased noise, vibration, and dust. No construction staging will occur in areas where sensitive receptors are present. In addition, the project construction would comply with standard air quality Measures SC-1 through SC-5 (provided in Section 3.14) and standard noise/vibration Measures N-2 and N-3 (provided in Section 3.15). With the implementation of those minimization measures, the construction-related noise and air quality impacts for Alternative 2f would not result in disproportionate impacts related to community character and cohesion for minority or low-income populations.

Permanent Impacts

In the Caltrans Desk Guide, *Environmental Justice in Transportation Planning and Investments* (January 2003), no definitive guidelines are given for determining what impacts to environmental justice populations should be considered disproportionately high or adverse. However, two general issues are weighed for environmental justice analysis for transportation projects:

1. Whether the adverse impact(s) of the proposed project will be predominantly borne by a minority or low-income population group; or
2. Whether the adverse impact(s) of the proposed project will be appreciably more severe or greater in magnitude than the adverse impacts to nonminority and/or non-low-income population groups even after avoidance, minimization, and mitigation measures and offsetting project benefits are considered.

The analyses in this section evaluated the potential impacts of the project on environmental justice populations based on consideration of those two general issues.

Alternatives 1 and 2

Minority and Low-Income Populations

Minority and low-income populations in census tracts adjacent to the project segment of SR-91 would be impacted by the acquisition of property, the removal of homes and businesses and the displacement/relocation of residents and businesses for Alternatives 1 and 2. As discussed in Section 3.4.2, the relocations under Alternatives 1 and 2 will occur entirely in the City of Corona in Census Tracts 408.10, 408.11, 414.10, 414.11, 417.03, 417.04, and 419.06. The minority and low-income populations in those census tracts, provided earlier in Table 3.4.19, are summarized below:

- Census Tracts 414.10 and 417.04 have the highest percentage of Non-White residents (59 percent). The percent of Non-White residents in the remaining census tracts ranges from a low of 44 percent in Census Tract 419.06 to 50 percent in Census Tract 414.11. The percentages of Non-White residents in all seven census tracts are higher than for the City of Corona (38 percent) and Riverside County (30 percent).
- Census Tract 414.10 has the highest percentage of Hispanic residents (92 percent). The percentage of Hispanic residents in the remaining census tracts ranges from a low of 22 percent in Census Tract 408.11 to 82 percent in Census Tract 417.04. Five of the census tracts have percentages of Hispanic

residents higher than both the City of Corona (44 percent) and Riverside County (36 percent).

- Census Tract 417.04 has the highest percentage of residents below the poverty level (26 percent). The percentage of residents below the poverty level in the remaining census tracts ranges from 5 percent in Census Tract 408.11 to 24 percent in Census Tract 417.03. Three of the census tracts have percentages of residents below the poverty level higher than both the City of Corona (11 percent) and Riverside County (14 percent).
- Census Tract 417.03 has the lowest median household income ($28,125). The median household income in the remaining census tracts ranges from $29,229 in Census Tract 417.04 to $63,685 in Census Tract 408.10. Five of the census tracts had median household incomes less than the City of Corona ($53,148) and Riverside County ($42,887).

The two general issues noted above were considered to assess whether the impacts of the SR-91 CIP would be disproportionately high or adverse on environmental justice populations, as follows:

1. Will the adverse impacts of the Build Alternatives be predominantly borne by a minority or low-income population group?

   Alternatives 1 and 2 would impact minority and low-income populations in the census tracts described above primarily as a result of the acquisition of property and removal of homes and businesses from the acquired properties. For the SR-91 CIP to meet the defined project purpose, which is to provide for effective and efficient movement between and through Corona and western Riverside County, it is not possible to avoid those census tracts. For example, it is not possible to avoid the acquisition of property and the removal of homes and businesses in Census Tracts 414.10, 417.03, and 417.04 because they are immediately adjacent to existing SR-91 and it would require shifting a long segment of the freeway mainline and several interchanges to the north to avoid impacts in these census tracts. Shifting the entire freeway and several interchanges north to avoid right-of-way acquisition in Census Tracts 414.10, 417.03, and 417.04 would substantially increase the right-of-way acquisition and construction costs for the Build Alternatives. Widening SR-91 to the north only between Auto Center Drive and McKinley would require realigning the frontage road and Pomona Road entirely, relocating a segment of Railroad Boulevard, reconstruction of the SR-91/I-15 interchange and connectors,

relocation of railroad tracks, and many more full parcel acquisitions of businesses north of SR-91 along Pomona Road. This could result in approximately $300 million in additional construction costs and $50 million for additional right-of-way costs along this approximately 5 mi long segment of SR-91. Similarly, to avoid impacts in Census Tracts 408.10 and 408.11, the freeway mainline and several interchanges would have to be shifted to the south, which would increase the impacts in Census Tracts 414.10 and 414.11.

As a result, Alternatives 1 and 2 would result in adverse impacts to minority and low-income populations, including in some census tracts where the percentages of the environmental justice populations are higher than in the City and Riverside County. However, those census tracts also include populations that are not defined as environmental justice populations. Although minority or low-income populations will be affected, they will not be disproportionately affected because implementation of Measures CI-1 through CI-3 would offset the impacts of removing homes and business in the affected census tracts.

2. Will the adverse impacts of the Build Alternatives be appreciably more severe or greater in magnitude than the adverse impacts to non-minority and/or non-low-income population groups even after mitigation measures and offsetting project benefits are considered?

   Alternatives 1 and 2 would benefit most study area residents, including minority, low-income, and transit-dependent populations, by improving mobility and circulation through the City of Corona and to/from western Riverside County and northeastern Orange County.

   Additionally, local access at all the existing interchanges would be maintained except at West Grand Boulevard, where the existing nonstandard half-diamond interchange ramps would be removed and replaced with improved local connectivity to the Lincoln Avenue interchange. Alternatives 1 and 2 include HOV lanes or tolled express lanes that would provide increased mobility and improved travel times on SR-91 compared to the No Build Alternative. The HOV or tolled express lanes would benefit the surrounding communities as a whole, including minority, low-income, and transit-dependent populations. Therefore, the SR-91 CIP would improve traffic

patterns for residents and businesses, including minority, low-income, and transit-dependent populations.

The project effects related to property acquisition would not be appreciably more severe or greater in magnitude than the adverse impacts to non-minority and/or non-low-income populations based on implementation of Measures CI-1 through CI-3, which address the removal of homes and businesses. Specifically, the needs of minority and low-income populations are addressed in the *Final Relocation Impact Report*, which states:

> "Certain population groups such as senior citizens, low income residents and non-English speaking individuals often have strong community ties and depend upon primary social relationships and important support networks that can be severed upon relocation… The agency should be prepared for making relocating individuals who have suffered considerable financial loss and may owe more on their home than its current market value. Unemployment is extremely high at over 10% as of the date of this report with the Inland Empire region being one of the highest rates in the entire state. All of these factors could make for a difficult transition for some individuals and businesses affected by the project. Thoughtful, creative training of relocation consultants and managers, coupled with the appropriate Last Resort housing and relocation policies will be needed in order to administer the program at a high standard."

In summary, although Alternatives 1 and 2 would impact certain environmental justice populations, those impacts would not be disproportionately high or adverse to those populations based on consideration of the project benefits to those populations and the measures included in the project to specifically address effects associated with property acquisitions.

Transit-Dependent Populations

As stated previously, the transit-dependent population is comprised of the population without private transportation, under age 18, age 65 and older, or below poverty or median income levels. The FTA defines transit-dependent persons as those who are without private transportation, elderly (over age 65),

youths (under age 18), or below poverty or median income levels as defined by the United States Census Bureau.

Alternative 1 would maintain the existing HOV lanes on SR-91 between the Orange/Riverside County line and Pierce Street, which would continue to act as an incentive for bus transit and ridesharing in this corridor. Alternative 2 would extend the existing tolled express lanes from the County line to I-15 in the City of Corona. Alternatives 1 and 2 both support bus transit, carpools, and vanpools as a result of the HOV/tolled express lanes. Those lanes will be open to all buses, potentially at reduced tolls, and free or at a discounted rate to carpools and vanpools with three or more occupants. Express bus improvements planned independently from the SR-91 CIP include four additional express routes in the SR-91 corridor by 2015/2016. These routes would originate in the Riverside and Temecula areas with destinations to employment centers in Anaheim and Orange in Orange County. Transit-dependent populations would benefit by the continued availability of and improved travel speeds for bus transit, carpools, and vanpools on SR-91 under Alternatives 1 and 2 for those residents in Riverside County to access jobs and other activities in Orange and Los Angeles Counties.

On the local streets that cross SR-91 and I-15, the widened freeway cross sections would result in wider overcrossings and undercrossings, which would increase the lengths of the roads and sidewalks on the overcrossings or in the undercrossings. Therefore, the amount of time pedestrians and bicyclists spend on the overcrossings or in the undercrossings would increase compared to existing conditions. The new parts of the undercrossings would include lighting consistent with local standards for both vehicles and pedestrians. However, the segments of those roads under the existing overcrossings would experience a reduction in the amount of natural light, which could be perceived by pedestrians and bicyclists as adversely affecting their experiences crossing under SR-91. Measure T-4, provided in Section 3.6, addresses lighting in the undercrossings during final design, including the provision of appropriate lighting in the new parts of the undercrossings and additional lighting in the existing parts of the undercrossings, if it is determined to be necessary. Measure V-1, provided in Section 3.7, provides for aesthetic treatments on paved slopes at undercrossings. Nonetheless, some pedestrians and bicyclists, including minority populations, may perceive the longer overcrossings and undercrossings as negatively affecting their experiences as they cross the freeways and may inhibit their desire to cross the freeways, which would be an adverse effect on community cohesion.

Measures CI-1 through CI-3, T-1, T-4, and V-1 would minimize the effects of Alternatives 1 and 2 and their design variations related to community character and cohesion, including effects on low-income, minority, and transit-dependent populations. Those environmental justice populations in the study area are expected to generally benefit from the project for the following reasons:

- Where there is a local street improvement, the sidewalks will be designed to meet current ADA standards when possible.
- Regional public bus transit will have more efficient access with the tolled express lanes and/or HOV lanes.
- HOVs will have more efficient access with the tolled express lanes and/or HOV lanes.
- Under Alternative 2, tolls would be exempted or reduced for vehicles with three or more persons or public transportation.

Therefore, the adverse project impacts would not be appreciably more severe or greater in magnitude to transit dependent members of the community after avoidance, minimization, and mitigation measures and offsetting project benefits are considered.

No Build Alternative

The No Build Alternative would maintain the current configurations of SR-91 and I-15 in the study area. Under the No Build Alternative, the project would not be constructed and no permanent impacts related to low-income and minority populations would occur.

Temporary Impacts

Alternatives 1 and 2

Construction activities would temporarily affect low-income and minority populations. Temporary construction impacts to these populations could include disruption of local traffic patterns and access to residences and businesses, increased traffic congestions, and increased noise, vibration, and dust. However, construction would also provide jobs that would benefit local economies, including minority and low-income populations.

No Build Alternative

Under the No Build Alternative, the temporary construction-related adverse effects to minority and low-income populations that would occur under the Build Alternatives

would not occur. However, these populations also would not gain any economic benefit from construction activities.

3.4.3.4 Avoidance, Minimization, and/or Mitigation Measures Related to Environmental Justice

Compliance with the Uniform Act (as described in Measure CI-2 and Real Property Acquisitions) would reduce the impacts of the Build Alternatives on low-income and minority populations related to displacement and relocation of residential and nonresidential uses.

Alternatives 1 and 2 would not cause disproportionately high and adverse effects on any minority or low-income populations per EO 12898 regarding environmental justice. Therefore, no avoidance, minimization, or mitigation measures are required. Measures described elsewhere in this EIR/EIS (land use, air quality, visual, noise, etc.) would reduce adverse project impacts to all affected populations, including low-income and minority populations.

The attachments for Section 3.4 following this page provide information from the *Final Relocation Impact Report* regarding relocation opportunities for properties affected by the Build Alternatives.

Available Multifamily Rental Units – July 2011					
No.	**Address**	**City**	**Bedrooms**	**Baths**	**Rent**
1	600 Central Ave	Riverside	1	1	$650
2	3861 4th St.	Riverside	1	1	$675
3	1865 B Ohio Ave	Riverside	1	1	$675
4	5748 Tilton Ave	Riverside	1	1	$695
5	1447 7th St	Riverside	2	1	$700
6	3327 Lemon St	Riverside	1	1	$750
7	5777 Corwin Ln	Riverside	2	1	$790
8	4178 Mission Inn Ave	Riverside	1	1	$795
9	3993 Iowa Ave.	Riverside	1	1	$798
10	3939 Cranford Ave	Riverside	1	1	$799
11	11937 Knoefler Dr	Riverside	2	1	$830
12	1144 Blaine St.	Riverside	1	1	$850
13	2963 Elgin Dr	Riverside	2	2	$850
14	8165 Philbin	Riverside	2	1	$850
15	1341 Massachusetts Ave	Riverside	1	1	$860
16	5164 Olivewood	Riverside	2	1	$895
17	4982 Jurupa	Riverside	2	1	$895
18	123 N. Buena Vista Ave	Corona	2	2	$895
19	5206 Olivewood	Riverside	2	1	$900
20	4971 Brooks St	Riverside	2	2	$900
21	3939 Cranford Ave	Riverside	2	1	$995
22	3993 Iowa Ave	Riverside	2	1	$998
23	375 Central Ave	Riverside	1	1	$999
24	3939 Cranford Ave	Riverside	2	2	$1,025
25	2505 San Gabriel Way	Corona	1	1	$1,050
26	1010 La Terraza Cr	Corona	1	1	$1,050
27	3939 Cranford Ave	Riverside	2	2	$1,050
28	1035 La Terraza Cr	Corona	1	1	$1,075
29	778 Gianni Dr	Corona	2	1	$1,100
30	994 La Costa Dr	Corona	2	2	$1,100
31	1506 Border Ave	Corona	2	2	$1,150
32	1485 Everton Pl	Riverside	2	2	$1,150
33	7450 Northrop Dr	Riverside	1	1	$1,158
34	1343 Massachusetts Ave	Riverside	2	2	$1,200
35	6130 Avenue Juan Diaz	Riverside	3	2	$1,200
36	7450 Northrop Dr	Riverside	2	2	$1,217
37	2400 Ridgeview Dr	Chino Hills	1	1	$1,218
38	1013 W. Linden St	Riverside	2	2	$1,295
39	3473 Columbia	Riverside	3	2	$1,295
40	1171 Stone Pine Ln	Corona	2	2	$1,300
41	380 Via Capri	Corona	2	2	$1,350
42	6990 Kern Dr	Riverside	4	2	$1,350
43	1742 Forum Way	Corona	2	3	$1,395
44	13316 Woodsorrel Dr	Chino Hills	1	1	$1,440
45	1740 Forum Way	Corona	3	3	$1,495
46	1466 Camelot Dr	Corona	3	4	$1,500
47	2851 Bedford Ln	Chino Hills	2	2	$1,505
48	2851 Bedford Ln	Chino Hills	2	1	$1,520
49	13316 Woodsorrel Dr	Chino Hills	2	2	$1,540
50	2400 Ridgeview Dr	Chino Hills	2	2	$1,540
51	6580 Carioca Ln	Riverside	3	3	$1,550
52	7062 Seville Way	Riverside	3	3	$1,550
53	5464 W. Homecoming Cr	Mira Loma	1	2	$1,570
54	1775 Dumitru Way	Corona	3	3	$1,570
55	2851 Bedford Ln	Chino Hills	2	2	$1,570
56	1421 N. Gilbert St	Corona	2	2	$1,570
57	1518 Via Del Rio	Corona	3	3	$1,595
58	4312 Kingsbury PL	Riverside	3	2	$1,595
59	4312 Kingsbury Pl	Riverside	3	3	$1,595
60	1518 Via Del Rio	Corona	3	3	$1,595
61	2140 Triador	Corona	3	3	$1,595
62	5464 W. Homecoming Cr	Mira Loma	2	3	$1,600
63	2522 Laramie Rd	Riverside	3	2	$1,600
64	8025 Weirick Rd	Corona	3	2	$1,600
65	13316 Woodsorrel Dr	Chino Hills	2	2	$1,605
66	775 Harbor Cliff	Riverside	2	3	$1,645
67	2140 Triador St	Corona	3	3	$1,650
68	13316 Woodsorrel Dr	Chino Hills	2	2	$1,650

Available Multifamily Rental Units – July 2011					
No.	**Address**	**City**	**Bedrooms**	**Baths**	**Rent**
69	13316 Woodsorrel Dr	Chino Hills	2	2	$1,665
70	8915 Cuyamaca St	Corona	2	2	$1,750
71	1048 Explanada St	Corona	3	3	$1,750
72	12571 Montellano Ln	Mira Loma	3	4	$1,800
73	13316 Woodsorrel Dr	Chino Hills	2	2	$1,810
74	2851 Bedford Ln	Chino Hills	3	2	$1,845
75	4301 Junction Cr	Corona	2	2	$1,900
76	4431 Brookbridge	Riverside	3	3	$1,900
77	869 Havasu St	Corona	4	3	$1,900
78	7450 Northrop Dr	Riverside	3	2	$1,991
79	12880 Magnolia Ave	Riverside	3	3	$2,000
80	5464 W. Homecoming Cr	Mira Loma	3	3	$2,050
81	452 Amargosa Way	Corona	4	3	$2,200

Available Single-Family Rental Units – July 2011					
No.	**Address**	**City**	**Bedrooms**	**Baths**	**Rent**
1	3964 2nd St	Riverside	1	1	$680
2	6260 Jones Ave	Riverside	2	1	$895
3	4729 Brockton Ave	Riverside	2	1	$950
4	3374 Lime St	Riverside	2	1	$950
5	9570 Mason St	Riverside	2	1	$1,000
6	9723 Garfield St	Riverside	2	1	$1,100
7	9313 Sage Ave	Riverside	2	1	$1,250
8	2789 Lime St	Riverside	1	2	$1,295
9	25071 Yolanda Ave	Riverside	4	2	$1,300
10	6646 Palm Ave	Riverside	3	1	$1,350
11	Challen Ave	Riverside	4	2	$1,350
12	5701 Mitchell Ave	Riverside	3	2	$1,395
13	4569 Central Ave	Riverside	3	1	$1,395
14	6511 Asa Way	Riverside	3	2	$1,395
15	1309 W. La Cadena Dr	Riverside	2	1	$1,400
16	3575 Campbell St	Riverside	2	1	$1,400
17	3417 Florin Ave	Riverside	3	2	$1,400
18	13372 Lazy Brook Dr	Corona	3	2	$1,450
19	8687 Clearview Pl	Riverside	3	2	$1,450
20	19054 Diplomat Ave	Corona	3	2	$1,450
21	3294 Wickham Dr	Riverside	4	2	$1,475
22	4322 6th St	Riverside	2	2	$1,495
23	3543 Arlington Ave	Riverside	3	3	$1,495
24	3839 Wayne Ct	Riverside	3	2	$1,495
25	11146 Schuyler Ave	Riverside	3	2	$1,500
26	7285 Lydia Ave	Riverside	4	2	$1,500
27	4121 Mennes Ave	Riverside	3	3	$1,500
28	7327 Barnstable Pl	Riverside	3	2	$1,575
29	4506 Landeen Ct	Riverside	3	3	$1,600
30	4470 Morristown Dr	Riverside	3	2	$1,600
31	11120 Francisco Pl	Riverside	3	3	$1,600
32	5268 Mission Rock Way	Riverside	3	2	$1,600
33	8197 Helena Ave	Riverside	3	2	$1,600
34	9402 Reserve Dr	Corona	2	2	$1,650
35	13322 Green Mountain Dr	Corona	3	3	$1,650
36	1586 Via Del Rio	Corona	3	2	$1,650
37	1425 Elgin Way	Corona	3	2	$1,650
38	10060 Hillsborough Ln	Riverside	3	1	$1,650
39	6236 Thunder Bay Trl	Riverside	3	2	$1,650
40	Lantana Dr	Corona	3	2	$1,695
41	5144 Osuna Ct	Mira Loma	3	2	$1,695
42	23082 Claystone Ave	Corona	4	3	$1,695
43	13304 March Way	Corona	3	2	$1699
44	4555 Warren St	Riverside	4	2	$1,699
45	26911 Lightfoot Dr	Corona	3	3	$1,700
46	3843 Houghton Ave	Riverside	3	2	$1,700
47	4045 Havenhurst Ave	Riverside	3	2	$1,700
48	5650 Via Cerezo	Riverside	3	2	$1,700
49	645 Sweetser Dr	Riverside	3	3	$1,700
50	5555 Hardwicke Dr	Riverside	4	2	$1,700
51	Whitetail Dr	Corona	2	2	$1,750
52	934 Acorn Ln	Corona	3	3	$1,750
53	26819 Colt Dr.	Corona	3	3	$1,750
54	22744 Canyon View Dr.	Corona	3	2	$1,750
55	3879 Middleton Pl	Riverside	5	3	$1,775
56	5584 El Palomino Dr	Riverside	3	3	$1,795
57	6747 Dove Ln	Riverside	3	3	$1,795
58	1869 Breckenridge Cr	Corona	4	3	$1,795
59	24200 Augusta Dr	Corona	2	2	$1,800
60	1544 Calgrove Dr	Corona	3	3	$1,800
61	2070 Georgetown Dr	Corona	3	2	$1,800
62	1592 Stoneykirk Dr	Corona	3	2	$1,800
63	435 E. Francis St	Corona	6	2	$1,825
64	835 Viewpointe Ln	Corona	3	3	$1,850
65	526 W. 11th St	Corona	3	2	$1,850
66	13504 Leafwood Dr	Corona	3	3	$1,850
67	2908 Dorchester Cr	Corona	4	3	$1,850
68	829 Canary Ln	Corona	4	2	$1,850

Available Single-Family Rental Units – July 2011					
No.	**Address**	**City**	**Bedrooms**	**Baths**	**Rent**
69	19470 Alice Springs Pl	Riverside	4	3	$1,850
70	10632 Cass St	Riverside	3	2	$1,875
71	1742 Edmon	Riverside	4	3	$1,880
72	1425 Hermosa Dr	Corona	3	2	$1,890
73	2908 Griffin Cr	Corona	4	3	$1,895
74	294 Celeste Dr	Riverside	3	3	$1,900
75	5444 Circle View Dr	Riverside	3	3	$1,900
76	2678 S. Buena Vista Ave	Corona	4	3	$1,900
77	7985 Carlyle Dr	Riverside	4	3	$1,900
78	1756 Carrie Way	Riverside	5	3	$1,900
79	22808 Canyon View Dr	Corona	4	3	$1,950
80	2151 Coachman Ln	Corona	4	3	$1,950
81	19010 Spalding Ave	Riverside	4	3	$1,950
82	22733 Canyon View Dr	Corona	3	3	$1,975
83	1805 Kingsford Dr	Corona	3	2	$1,980
84	3141 Huckleberry Dr	Corona	4	3	$1,995
85	11545 Orion St	Riverside	4	3	$1,995
86	219 E. Campus View	Riverside	4	2	$1,995
87	9393 Newbridge Dr	Riverside	4	5	$1,995
88	981 Kilmarnock Way	Riverside	5	3	$1,995
89	23993 Fawnskin Dr	Corona	2	2	$2,000
90	8865 Buttercup Ct	Corona	2	2	$2,000
91	13347 Placid Hill Dr	Corona	3	3	$2,000
92	715 la Cumbre St	Corona	4	3	$2,000
93	9231 Meadow Ln	Riverside	4	4	$2,000
94	9024 Kara Cr	Riverside	4	3	$2,000
95	5212 Quapaw Way	Riverside	4	3	$2,099
96	5976 Robinson Ave	Riverside	3	2	$2,100
97	2250 Shanna Carle Dr	Corona	4	3	$2,100
98	6942 Cedar Creek Rd	Corona	4	3	$2,100
99	4268 Riverfield Ct	Riverside	4	3	$2,100
100	4862 Brookstone Ct	Riverside	4	4	$2,100
101	5009 Trojan Ct	Riverside	4	3	$2,100
102	4755 Valley Glen Dr	Corona	5	3	$2,100
103	7487 Carrollton Pl	Corona	5	3	$2,100
104	1531 Ransom Rd	Riverside	5	2	$2,100
105	5552 Peacock Ln	Riverside	5	4	$2,100
106	1782 Kapalua Bay Ln	Corona	4	3	$2,150
107	1449 Tanglewood Dr	Corona	4	3	$2,175
108	8466 Elmira Ct	Riverside	4	3	$2,195
109	6798 Jasper Dr	Corona	4	3	$2,200
110	13333 Clear Canyon Ct	Corona	4	3	$2,200
111	6451 Tigers Eye Ct	Mira Loma	4	3	$2,200
112	7895 Corte Castillo	Riverside	4	3	$2,200
113	12830 Maryland Ave	Corona	5	3	$2,200
114	13619 Golden Eagle Ct.	Corona	5	3	$2,200
115	6863 Dock Dr	Corona	5	3	$2,200
116	4878 Streambay Ct	Riverside	5	4	$2,200
117	9142 San Luis Obispo Ln	Riverside	5	3	$2,200
118	19825 Rotterdam St.	Riverside	5	3	$2,200
119	13334 Babbling Brook Way	Corona	3	3	$2,250
120	Norgate Cr	Corona	4	3	$2,250
121	3677 Shorthorn	Corona	4	3	$2,250
122	9300 Grangehill Dr	Riverside	4	3	$2,250
123	14444 Dove Canyon Dr	Riverside	4	3	$2,250
124	6363 Emeral Ridge Way	Corona	5	3	$2,250
125	2399 McMackin Dr	Corona	4	3	$2,275
126	12450 Trinity Dr	Mira Loma	5	3	$2,280
127	1349 Kirkmichael Cr	Riverside	4	3	$2,295
128	18504 Hawksbury	Riverside	4	3	$2,295
129	11084 Sweetgum St	Corona	5	3	$2,295
130	2083 Crystal Downs Dr	Corona	4	3	$2,300
131	8449 Lucia St	Riverside	4	3	$2,300
132	7624 Potter Valley Dr	Corona	5	3	$2,300
133	7421 Wild Rose	Corona	5	4	$2,300
134	11935 Silver Loop	Mira Loma	6	3	$2,300
135	24162 Songsparrow Ln	Corona	3	4	$2,350
136	7439 Westcliff Way	Corona	4	4	$2,350

Available Single-Family Rental Units – July 2011					
No.	**Address**	**City**	**Bedrooms**	**Baths**	**Rent**
137	14759 Bittersweet Ln	Corona	5	3	$2,350
138	6066 Delaware Park Ct	Corona	5	3	$2,380
139	7283 Bay Bridge Rd.	Corona	5	4	$2,390
140	13972 Hollywood Ave	Corona	4	4	$2,399
141	971 Cornerstone Way	Corona	4	3	$2,400
142	13473 Quail Run Rd	Corona	5	5	$2,400
143	13883 Star Gazer Ct	Corona	5	4	$2,450
144	22925 Copper Ridge Dr	Corona	6	5	$2,450
145	385 Minaret St	Corona	6	3	$2,450
146	985 Hyde Park Ct	Corona	6	5	$2,495
147	3689 Van Buren Blvd	Riverside	1	2	$2,500
148	3368 Deaver Dr	Corona	4	3	$2,500
149	25277 Pacific Crest St	Corona	4	4	$2,500
150	3215 Bighorn Cr	Corona	4	3	$2,500
151	4595 Universidy Ave	Riverside	4	2	$2,500
152	980 Othello Ln	Corona	5	3	$2,500
153	19629 Rotterdam St	Riverside	5	4	$2,550
154	7538 Elm Grove Ave	Corona	5	4	$2,570
155	5656 Ashwell Ct	Corona	5	3	$2,590
156	13359 Rowen Ct	Corona	5	3	$2,595
157	2993 Bavaria Dr	Corona	5	3	$2,595
158	690 Barbre Ln	Corona	4	3	$2,600
159	1664 Tamarron Dr	Corona	4	3	$2,600
160	7219 Canopy Ln	Corona	4	5	$2,600
161	14613 Meadowstreet Dr	Corona	5	4	$2,600
162	13618 Apple Moss Ct	Corona	5	4	$2,600
163	7966 Koa Wood Ct	Corona	5	5	$2,600
164	2087 Eureka St	Corona	5	4	$2,600
165	16579 Weeping Willow Dr	Riverside	5	4	$2,600
166	25127 Pacific Crest St	Corona	4	3	$2,650
167	13730 Deerpath Cr	Corona	5	4	$2,695
168	1387 Roadrunner Dr	Corona	5	3	$2,695
169	18712 Lurin Ave	Riverside	5	5	$2,695
170	25596 Spicewood St	Corona	5	3	$2,700
171	6552 Mallory Ct	Corona	5	4	$2,700
172	25668 Spicewood St	Corona	5	5	$2,800
173	1798 Kapalua Bay Ln	Corona	5	3	$2,800
174	13744 Star Ruby Ave	Corona	6	5	$2,800
175	6064 Gold Spirit St	Corona	6	5	$2,800
176	6861 Wild Lupine Rd	Corona	5	5	$2,875
177	23403 Toronja Corte	Corona	5	4	$2,895
178	3190 Stable Way	Norco	4	3	$2,900
179	12652 Greenbelt Rd	Corona	5	5	$2,900
180	13847 Blue Ribbon Ln	Corona	5	4	$2,900
181	200 Oldenburg Ln	Norco	5	4	$2,900
182	2154 Gainsborough Dr	Riverside	5	4	$2,900
183	6925 Edinburgh Rd	Corona	6	5	$2,950
184	8526 Edelweidss Dr	Corona	5	4	$3,300
185	1747 Flag Pin Dr	Corona	5	5	$3,700
186	3921 S Main St	Corona	4	4	$4,500
187	19415 Harley John Rd	Riverside	4	5	$4,500
188	965 White Ranch Cr	Corona	5	5	$4,500
189	6201 Appian Way	Riverside	6	5	$4,500
190	16430 Landon Ct	Riverside	6	5	$4,595
191	9394 Gum Tree Dr	Corona	6	6	$5,200
192	16122 Ponderosa Ln	Riverside	3	3	$6,000

Available Section 8 Rental Units – July 2011					
No.	**Address**	**City**	**Bedroom**	**Bath**	**Rent**
1	4855 Jackson St #F	Riverside	1	1	$400
2	3964 Castleman St	Riverside	0	1	$675
3	863 River Rd	Corona	1	1	$699
4	1325 W. 8th St.	Corona	1	1	$700
5	10260 Gould St #D	Riverside	1	1	$700
6	956 Avenida Del Vista	Corona	1	1	$707
7	10036 Gould St	Riverside	1	1	$715
8	8426 Colorado Ave	Riverside	1	1	$731
9	2665 Clark Ave #510	Norco	1	1	$735
10	2665 Clark Ave #111	Norco	1	1	$735
11	8395 Magnolia Ave	Riverside	1	1	$750
12	13370 Magnolia Ave	Corona	1	1	$775
13	7708 Magnolia Ave	Riverside	1	1	$775
14	7718 Magnolia Ave	Riverside	1	1	$775
15	6920 Phoenix Ave #21	Riverside	2	1	$775
16	4291 Monroe St #99	Riverside	1	1	$795
17	5234 Central Ave	Riverside	1	1	$795
18	801 Magnolia Ave	Corona	1	1	$820
19	606 W 7th St #4	Corona	1	1	$825
20	956 Avenida Del Vista	Corona	1	1	$825
21	7756 California Ave #512	Riverside	1	1	$835
22	2801 Adams St	Riverside	1	1	$845
23	956 Avenida Del Vista	Corona	2	1	$845
24	7510 Magnolia Ave #200	Riverside	1	1	$850
25	7510 Magnolia Ave #207	Riverside	1	1	$850
26	7510 Magnolia Ave #200	Riverside	1	1	$850
27	1325 W. 8th St	Corona	2	1	$850
28	10380 Gould St #9	Riverside	2	1	$850
29	9413 ½ Garfield St #B	Riverside	1	1	$873
30	11290 Heathcliff Dr #B	Riverside	1	1	$875
31	10380Gould St #1	Riverside	2	1	$875
32	8426 Colorado Ave	Riverside	2	2	$877
33	1418 Chalgrove Dr	Corona	1	1	$895
34	2801 Adams St	Riverside	1	1	$895
35	4982 Jurupa Ave	Riverside	2	1	$895
36	5882 Montgomery St	Riverside	2	1	$895
37	7756 California Ave #701	Riverside	2	1	$925
38	2801 Adams St	Riverside	2	1	$925
39	3895 McKenzie St	Riverside	2	2	$925
40	7756 California Ave #007	Riverside	2	1	$935
41	2400 San Gabriel Way	Corona	1	1	$950
42	7774 Magnolia Ave #13	Riverside	2	2	$965
43	1435 Circle City Dr #5	Corona	2	1	$995
44	60 Summerwood Court	Corona	2	1	$1,000
45	2178 Stoneridge Dr	Corona	1	1	$1,000–1,045
46	125 N. Buena Vista #125 K	Corona	2	2	$1,010
47	1351 N. Buena Vista. #135 L	Corona	2	2	$1,010
48	1371 N, Buena Vista	Corona	2	2	$1,010
49	956 Avenida Del Vista	Corona	2	1	$1,015
50	2801 Adams St	Riverside	2	1	$1,025
51	901 S Smith Ave	Corona	2	2	$1,050
52	10350 Gould St	Riverside	2	1	$1,075
53	1254 W 10th St	Corona	2	1.5	$1,095
54	801 Magnolia Ave	Corona	2	1.5	$1,100
55	60 Summerwood Court	Corona	2	2	$1,100
56	7594 Magnolia Ave #1	Riverside	2	1.5	$1,100
57	3771 Harvill Ln #1	Riverside	3	2	$1,100
58	13370 Magnolia Ave	Corona	3	1	$1,175
59	7774 Mangolia Ave #23	Riverside	3	2	$1,175
60	2178 Stoneridge Dr	Corona	2	1	$1,175–1195
61	2178 Stoneridge Dr	Corona	2	2	$1,205–1230
62	586 Penrose Dr. Unit A	Corona	3	1.5	$1,275
63	2178 Stoneridge Dr	Corona	3	2	$1,300
64	4839 Jackson St #B	Riverside	3	1.5	$1,300
65	13391 Kay Dr	Corona	3	1.5	$1,345
66	956 Avenida Del Vista	Corona	3	3	$1,350
67	6633 Adair Ave	Riverside	3	2	$1,350
68	5055 Fashion Pl	Riverside	3	3	$1,375

Available Section 8 Rental Units – July 2011					
No.	**Address**	**City**	**Bedroom**	**Bath**	**Rent**
69	1526 Via Del Rio	Corona	3	2	$1,395
70	23255 Bay St	Riverside	3	2	$1,395
71	10371 Hole Ave	Riverside	3	2	$1,449
72	3622 Artesian St	Riverside	3	2	$1,449
73	4273 Wheeler St	Riverside	4	2	$1,450
74	3160 Puesta Del Sol Ct #G202	Corona	2	2	$1,475
75	3190 Puesta Del Sol Ct #L204	Corona	3	2	$1,475
76	921 Boon Pl A	Corona	3	2.5	$1,550
77	6836 Rutland Ave	Riverside	4	2	$1,595
78	10998 Cochran Ave	Riverside	4	2	$1,600
79	5170 Appleton St	Riverside	3	2	$1,625
80	2355 Weatherwood Rd	Corona	3	2	$1,670
81	3364 Lincoln St	Riverside	4	3	$1,690
82	3078 McHarg Rd	Riverside	4	3	$1,690
83	1098 Alta Loma Dr	Corona	4	2	$1,700
84	1098 Alta Loma Dr	Corona	4	2	$1,700
85	3905 Skofstat St	Riverside	3	1.5	$1,790
86	829 Canary Ln	Corona	4	2	$1,850
87	1443 Whispering Wind Ln	Corona	5	3	$1,980
88	17450 Windcreek Cir	Riverside	5	3	$2,350
89	10990 Norwood Ave	Riverside	6	2	$2,600

MLS Available Residential Properties for Sale – July 2011					
No.	**Address**	**City**	**Bedrooms**	**Sq Ft**	**Price**
1	3993 Blair St	Corona	2	864	$90,000
2	321 W 4th St	Corona	3	732	$107,000
3	832 W 9th St	Corona	2	816	$110,000
4	2596 Avenida Del Vista	Corona	2	956	$129,900
5	2325 Del Mar Way	Corona	2	915	$134,900
6	315 N Garfield Ave	Corona	3	836	$145,000
7	13451 Babcock Dr	Corona	3	982	$145,000
8	4086 Moody St	Corona	4	1,124	$145,000
9	1354 Pleasant View Ave	Corona	3	1,200	$149,900
10	502 E 7th St	Corona	3	1,100	$150,000
11	168 N Buena Vista Ave	Corona	3	1,176	$150,000
12	1602 Marie St	Corona	3	1,438	$150,000
13	1003 Fullerton Ave	Corona	3	1,200	$159,900
14	1549 Jadestone Ln	Corona	3		$160,000
15	1211 S Merrill St	Corona	3	1,246	$165,000
16	906 Wyval Ave	Corona	3	1,348	$167,750
17	1513 S Lincoln Ave	Corona	3	1,126	$169,900
18	515 W 8th St	Corona	2	1,417	$170,000
19	818 Pine	Corona	2	1,128	$174,000
20	938 W 8th St	Corona	3	1,498	$174,000
21	1047 Sycamore Ln	Corona	3	1,052	$175,000
22	1037 W 7th St	Corona	3	1,005	$179,000
23	718 W 8th St	Corona	2	1,020	$179,000
24	324 S Victoria Ave	Corona	2	1,104	$179,000
25	1771 Spring Ln	Corona	3	1,113	$179,900
26	402 E Grand Blvd	Corona	2	702	$180,000
27	1137 Acacia	Corona	3		$180,000
28	978 W Kendall St	Corona	3	1,476	$181,900
29	522 W 9th	Corona	2	970	$185,000
30	1231 W 10th	Corona	3	1,082	$189,999
31	1014 W Grand Blvd	Corona	2	976	$190,000
32	1586 Lark Ln	Corona	3	1,111	$190,000
33	717 Ford St	Corona	4	1,260	$190,000
34	1167 Via Santiago	Corona	5	2,366	$190,000
35	1020 Sunflower Ct	Corona	3	1,475	$194,900
36	1955 Via Del Rio	Corona	4	1,266	$195,000
37	2973 Rimpau Ave	Corona	4	1,626	$199,500
38	2410 Mesquite	Corona	3	1,201	$199,900
39	801 W 8th St	Corona	3	1,201	$199,900
40	1553 Del Norte Dr	Corona	3	1,428	$200,000
41	2198 Saddleback Dr	Corona	3	1,485	$200,000
42	1027 Lorna St	Corona	3	1,422	$200,000
43	1125 Greengate St	Corona	3	1,294	$205,000
44	13415 Tolton Ave	Corona	3	1,038	$209,900
45	1333 Turquoise Dr	Corona	4	1,817	$210,000
46	1150 Sapphire	Corona	4	1,440	$210,000
47	129 E Rancho Rd	Corona	3	1,231	$215,000
48	529 San Gorgonio	Corona	3	1,241	$216,300
49	948 Blossom Hill Dr.	Corona	4	1,748	$219,000
50	1513 Teta Dr	Corona	4	1,660	$219,900
51	864 Bramble Ln	Corona	3	1,769	$219,999
52	521 Mesa Dr	Corona	3	1,948	$220,000
53	973 Cadiz St	Corona	3	1,491	$220,000
54	1691 W Ontario Ave	Corona	4	1,312	$220,000
55	1002 W 9th St	Corona	3	1,100	$220,000
56	1027 W Crestview St	Corona	4	1,823	$224,900
57	968 Wheaton Dr	Corona	4	1,562	$226,000
58	1259 Regent Cr	Corona	4	1,761	$229,000
59	923 Pinecone Dr	Corona	3	1,623	$229,900
60	920 Foxtail Dr	Corona	3	1,485	$229,900
61	1762 Bern Dr	Corona	4	1,440	$230,000
62	1270 Mirasol Ln	Corona	3	1,286	$230,000
63	1373 E Redtail Dr	Corona	4	1,809	$230,000
64	857 Camino Cr	Corona	4	1,225	$232,000
65	1769 Quail Cr	Corona	3	1,356	$232,351
66	2041 San Antonio Dr	Corona	3	1,471	$234,000
67	1326 Haven Tree Ln	Corona	3	1,575	$235,000
68	1742 Sunset Ln	Corona	4	1,440	$235,000

MLS Available Residential Properties for Sale – July 2011					
No.	**Address**	**City**	**Bedrooms**	**Sq Ft**	**Price**
69	3486 Briarvale St	Corona	4	1,230	$235,000
70	924 Ferndale Dr	Corona	3	1,220	$235,000
71	2574 Monterey Peninsula Dr	Corona	4	1,845	$235,700
72	2180 Russell Dr	Corona	3	1,206	$238,800
73	1519 San Rafael Pl	Corona	3	1,684	$239,000
74	1324 Longwood Pines Ln	Corona	3	1,348	$239,000
75	1027 Forester Dr	Corona	3	1,642	$239,900
76	2166 Stratford Dr	Corona	3	1,670	$239,900
77	711 W 10th St	Corona	3	1,094	$239,999
78	1805 Noah	Corona	3	1,678	$240,000
79	2369 Mesquite Ln	Corona	3	1,000	$240,000
80	1516 Classico Way	Corona	3	1,501	$240,000
81	1846 Panoramic Dr	Corona	3	1,678	$244,999
82	1133 Redwood St	Corona	3	960	$244,999
83	1836 Kingsford Dr	Corona	4	1,699	$245,000
84	1257 Lakeport Ln	Corona	3	1,317	$245,000
85	1159 Tulip St	Corona	4	1,744	$245,000
86	1861 Champlain Dr	Corona	4	1,829	$245,000
87	870 Alder St	Corona	4	1,653	$245,000
88	823 Via Felipe	Corona	4	1,266	$245,900
89	910 Acorn Ln	Corona	3	1,623	$248,500
90	1043 Lincrona	Corona	3	1,539	$248,900
91	1728 Fraser Cr	Corona	3	1,201	$249,900
92	827 Capistrano St	Corona	3	1,429	$249,900
93	2220 Cabana Ct	Corona	3	1,524	$249,900
94	3517 Ellesmere Dr	Corona	4	1,407	$249,900
95	1837 Providence Way	Corona	3	1,324	$249,999
96	2325 Manzanita Rd	Corona	3	1,163	$250,000
97	971 Astonvilla Way	Corona	4	2,145	$250,000
98	658 Rock Vista Dr	Corona	4	1,797	$251,000
99	1781 Panoramic Dr	Corona	3	1,678	$255,000
100	818 Yorkshire Way	Corona	4	1,577	$255,000
101	1187 Zircon St	Corona	4	1,870	$255,000
102	577 W Ontario Ave	Corona	4	2,122	$255,000
103	300 Suffolk St	Corona	3	1,407	$256,900
104	1029 Queenspark Rd	Corona	4	2,145	$259,000
105	1028 Viewpointe Ln	Corona	4	1,886	$259,000
106	804 Saint James Dr	Corona	3	1,551	$259,000
107	1173 Jadestone Ln	Corona	5	2,520	$259,000
108	950 La Palma Cr	Corona	3	1,722	$259,800
109	656 Terra Dr	Corona	3	1,969	$259,900
110	1429 Sandia St	Corona	4	1,624	$259,900
111	932 W Francis	Corona	3	1,253	$259,900
112	1005 Tranquil Ln	Corona	4	1,404	$259,900
113	2459 Sena St	Corona	3	1,491	$260,000
114	764 View Ln	Corona	3	1,497	$260,000
115	483 Termino Ave	Corona	5	2,327	$263,880
116	890 Cheyenne Rd	Corona	3	1,812	$264,900
117	1802 Bern Dr	Corona	4	1,440	$264,900
118	1023 Stamford Ct	Corona	3	1,324	$264,900
119	1022 Country Club Ln	Corona	4	1,704	$264,999
120	1327 Haven Tree Ln	Corona	3	1,797	$265,000
121	1665 Raleigh	Corona	4	1,624	$265,000
122	2622 Presidio Ln	Corona	4	2,198	$265,000
123	316 Roxanne Ln	Corona	4	2,184	$265,900
124	840 San Carlos Cr	Corona	4	1,999	$267,000
125	435 E Francis St	Corona	6	1,597	$267,900
126	1017 Aurora Ln	Corona	4	1,886	$269,000
127	1083 Nightcrest Cr	Corona	3	1,320	$269,900
128	2118 Siskiyou Ln	Corona	3	1,485	$269,900
129	301 E Francis St	Corona	3	1,696	$269,900
130	1793 Spring Ln	Corona	4	1,440	$269,900
131	984 Blackburn Dr	Corona	3	1,712	$269,900
132	1374 Haven Tree Ln	Corona	3	1,575	$269,900
133	2270 Avenida Del Vista	Corona	4	1,440	$269,950
134	751 Saint Andrews Ct	Corona	4	1,776	$270,000
135	360 E Hacienda Dr	Corona	3	1,854	$270,000
136	2174 Bowdoin St	Corona	3	1,475	$271,000

MLS Available Residential Properties for Sale – July 2011					
No.	**Address**	**City**	**Bedrooms**	**Sq Ft**	**Price**
137	2616 Galisteo St	Corona	3	1,841	$274,900
138	927 Brandywine Ln	Corona	3	1,393	$274,990
139	944 Auburndale St	Corona	4	2,175	$275,000
140	1601 Sutter Ln	Corona	5	2,255	$275,000
141	1697 Turquoise Dr	Corona	5	2,526	$275,000
142	960 Harbor St	Corona	4	1,841	$275,000
143	1069 Morning Sun Ln	Corona	4	1,754	$275,000
144	785 Beverly Rd	Corona	4	1,916	$275,000
145	2303 Mangular Ave	Corona	4	1,782	$279,000
146	992 Redwood Ct	Corona	4	1,539	$279,800
147	2142 La Cruz Cr	Corona	4	1,999	$280,000
148	2041 Cedar Glen Dr	Corona	4	1,872	$280,000
149	2107 S Lincoln Ave	Corona	3	1,407	$280,000
150	2096 Green River Rd	Corona	1	1,672	$280,000
151	1104 Daffodil St	Corona	4	1,839	$282,000
152	2171 Devonshire Dr	Corona	3	1,670	$283,500
153	359 W Crestview St	Corona	5	1,707	$284,500
154	366 Lydia Ln	Corona	4	1,956	$284,900
155	2016 Maywood Cr	Corona	3	1,701	$284,900
156	3126 Geranium Way	Corona	3	1,720	$285,000
157	1843 Madera Cr	Corona	4	2,233	$285,000
158	2205 Coriander Cr	Corona	4	2,062	$285,000
159	1626 Davis St	Corona	4	2,143	$285,000
160	365 Jessica Ln	Corona	3	1,769	$285,000
161	147 Roxanne Ln	Corona	4	1,956	$287,500
162	223 Burr St	Corona	3	1,581	$287,900
163	2164 Caraway Ct	Corona	4	2,299	$289,000
164	944 Park Ln	Corona	3	1,583	$289,000
165	3212 Willow Park Dr	Corona	3	1,543	$289,900
166	718 Cherry St	Corona	4	2,200	$289,900
167	1267 Regent Cr	Corona	4	1,863	$289,900
168	684 Avondale Dr	Corona	4	2,256	$290,000
169	711 W Ontario Ave	Corona	3	1,552	$290,000
170	2962 McDonald Ln	Corona	3	2,217	$295,000
171	2306 Pine Crest Dr	Corona	4	2,279	$295,000
172	3125 Dogwood Dr	Corona	3	1,435	$295,000
173	2750 Johnson Ln	Corona	4	1,868	$299,000
174	1105 Millbrook Rd	Corona	4	2,159	$299,000
175	1056 Salem Dr	Corona	4	1,825	$299,000
176	3031 Mountainside Dr	Corona	4	2,080	$299,000
177	1817 Yucca Dr	Corona	4	1,460	$299,000
178	3770 Wallowa Cr	Corona	3	2,200	$299,000
179	1335 S Lincoln Ave	Corona	4	1,818	$299,500
180	2195 Aberdeen Dr	Corona	3	1,543	$299,900
181	2443 Peacock Ln	Corona	3	1,784	$299,900
182	1248 Emeraldport St	Corona	3	1,317	$299,900
183	1179 Zircon St	Corona	4	1,870	$299,900
184	3246 Sagewood Ln	Corona	3	1,492	$299,999
185	851 W 10th St	Corona	2	1,134	$300,000
186	1168 Blossom Hill Dr	Corona	4	2,175	$300,000
187	728 Ochee Cr	Corona	4	2,665	$300,000
188	3462 Braemar Ln	Corona	4	1,786	$305,000
189	780 Oakmont Ct	Corona	4	1,870	$305,900
190	680 Pointe Vista Ln	Corona	4	1,732	$307,000
191	397 Raymor Ave	Corona	4	1,676	$307,500
192	499 Donatello Dr	Corona	3	1,665	$308,000
193	610 Canary Ln	Corona	4	2,252	$309,000
194	2636 Cottage Dr	Corona	4	2,404	$309,000
195	703 Shasta Dr	Corona	3	1,850	$309,000
196	871 La Docena	Corona	3	1,779	$309,000
197	8551 Shinkle Dr	Corona	3	2,605	$309,000
198	1116 Nightcrest Cr	Corona	3	1,543	$309,000
199	1818 Cook Cr	Corona	4	1,650	$309,900
200	741 Viewtop Ln	Corona	4	1,967	$309,900
201	1429 Goldeneagle Dr	Corona	4	1,809	$310,000
202	3088 Ocelot Cr	Corona	3	1,800	$314,900
203	756 Cottonwood St	Corona	6	2,318	$314,900
204	3149 Nutmeg Dr	Corona	4	1,804	$314,900

MLS Available Residential Properties for Sale – July 2011					
No.	**Address**	**City**	**Bedrooms**	**Sq Ft**	**Price**
205	2231 Thyme Dr	Corona	4	2,330	$314,900
206	924 Nottingham Dr	Corona	4	2,175	$315,000
207	1205 Rosemary Cr	Corona	4	2,279	$315,000
208	1066 Sugarberry Ln	Corona	4	1,852	$315,000
209	2980 Lombardy Ln	Corona	5	2,172	$315,180
210	2246 Coriander Cr	Corona	5	2,443	$318,000
211	3112 Mountain Pass Dr	Corona	3	2,048	$318,000
212	747 Donatello Dr	Corona	4	2,113	$318,000
213	1037 Regina Way	Corona	5	2,301	$319,000
214	943 Hemingway Dr	Corona	6	3,034	$319,000
215	809 Atlantic Cr	Corona	4	1,885	$319,300
216	2685 Twinleaf Ln	Corona	3	1,742	$319,900
217	780 N Temescal St	Corona	4	2,266	$320,000
218	927 Monarch Dr	Corona	4	1,577	$320,000
219	2122 Skylark Cr	Corona	4	1,934	$324,900
220	3263 Stargate Dr	Corona	4	2,564	$324,900
221	1227 Emeraldport St	Corona	3	2,089	$325,000
222	2628 Toumey Ln	Corona	4	2,103	$325,000
223	8560 Vienna Dr	Corona	3	2,605	$325,000
224	959 Cornerstone Way	Corona	4	2,198	$325,000
225	2382 Macbeth Ave	Corona	3	3,074	$329,000
226	868 Greenridge Rd	Corona	5	3,390	$329,900
227	3195 Mountain Pass Dr	Corona	3	2,048	$329,900
228	14445 San Remo Dr	Corona	4	2,554	$330,000
229	2241 Bloomfield Ln	Corona	4	2,142	$330,000
230	2421 Northmoor Dr	Corona	4	1,914	$334,000
231	8668 Vienna Dr	Corona	3	2,237	$335,000
232	740 N Temescal St	Corona	5	2,577	$335,000
233	2152 S Vicentia Ave	Corona	4	1,734	$335,900
234	2131 Thyme Dr	Corona	4	2,299	$339,000
235	1124 Apple Blossom Ln	Corona	3	2,176	$340,000
236	2556 Centennial Way	Corona	4	2,040	$345,000
237	807 Bridgewood St	Corona	4	2,680	$346,900
238	1443 White Holly Dr	Corona	4	1,822	$349,000
239	2838 Cape Dr	Corona	4	2,326	$349,000
240	750 Yorkshire Way	Corona	3	1,670	$349,000
241	1662 S Main St	Corona	4	2,785	$349,900
242	1390 Oxford Cr	Corona	4	2,438	$349,900
243	2920 Spring Meadow Dr	Corona	4	2,404	$349,900
244	2855 Teal Dr	Corona	4	2,125	$349,900
245	3355 Deaver Dr	Corona	4	2,363	$349,900
246	1118 Blossom Hill Dr	Corona	4	1,800	$349,988
247	3011 Ocelot	Corona	4	2,357	$350,000
248	2250 Pepperwood Ln	Corona	4	2,182	$350,000
249	8456 Fowler Ln	Corona	4	2,988	$369,000
250	8311 Fiske Dr	Corona	5	3,628	$454,915

MLS Available Residential Income Properties for Sale – July 2011					
No.	**Address**	**City**	**Units**	**Sq Ft**	**Price**
1	4059 Cedar St	Riverside	2		$85,000
2	4156 11th St	Riverside	2		$94,900
3	4095 Mennes Ave	Riverside	2		$118,900
4	2996 9th St	Riverside	2		$125,000
5	1350 Villa St	Riverside	2		$125,000
6	4081 S. Neece St	Corona	2		$129,900
7	7634 Casa Blanca St	Riverside	2		$134,910
8	9618 Indiana Ave	Riverside	2		$135,900
9	5890 Warren St	Riverside	2	1,200	$139,900
10	8212 Carnation Ct	Riverside	3	2,472	$150,000
11	2207 11th St	Riverside	2	1,930	$150,000
12	7435 Evans St	Riverside	2		$154,900
13	9343 Sage Ave	Riverside	2	1,480	$155,000
14	2068 Thornton St	Riverside	2		$159,000
15	3370 Lemon St	Riverside	2		$164,900
16	41 Sanrive Ave	Riverside	4		$165,000
17	2690 12th St	Riverside	2		$169,900
18	1309 Edelweiss	Riverside	1		$170,000
19	9335 Garfield St	Riverside	2		$175,000
20	4142 Kenneth St	Riverside	3		$180,000
21	3963 2nd St	Riverside	4		$181,900
22	3985 Kansas Ave	Riverside	2		$185,000
23	11038 Bushnell Ave	Riverside	3	1,968	$190,000
24	4209 Columbia Ave	Riverside	2	1,349	$199,000
25	2211 9th St	Riverside	3	1,998	$200,000
26	8235 Zinnia Pl	Riverside	2		$210,000
27	2892 Orange St	Riverside	2		$229,900
28	7460 Potomac St	Riverside	2		$229,000
29	2658 12th St	Riverside	2		$240,000
30	8135 Philbin	Riverside	4		$245,000
31	5005 Olivewood Ave	Riverside	2		$249,000
32	7414 Potomac St	Riverside	2		$250,000
33	3448 Fairmount Blvd	Riverside	3	1,344	$255,000
34	10196 Gramercy Pl	Riverside	2		$289,900
35	1997 W. Linden St	Riverside	2		$289,900
36	4211 El Dorado St	Riverside	2		$295,000
37	1186 Fountain St	Riverside	4		$299,000
38	4738 Elderwood Ct	Riverside	4		$299,000
39	17525 Caton Ct	Riverside	1		$299,999
40	5941 Limonite Ave	Riverside	4		$350,000
41	5943 Limonite Ave	Riverside	4		$350,000
42	3379 Spruce St	Riverside	2		$359,000
43	3555-61 Dwight Ave	Riverside	4	3,800	$379,000
44	4768 Elderwood Ct	Riverside	4		$430,000
45	4210 Riverview Dr	Riverside	4		$440,000
46	7499 Potomac St	Riverside	3		$450,000
47	6354 Stobbs Way	Riverside	4		$475,000
48	6421 Rathke Dr	Riverside	4		$475,000
49	6411 Rathke Dr	Riverside	4		$475,000
50	903 N. Vicentia Ave	Corona	4		$490,000
51	11398 Magnolia Ave	Riverside	4		$499,000
52	2418 Mission Inn Ave	Riverside	8		$525,000
53	1134 W. 9th St	Corona	4		$549,900
54	5061 Marlatt St	Mira Loma	2		$550,000
55	3567 Harrison	Riverside	2		$599,000
56	1009 S. Belle Ave	Corona	4		$695,000
57	1175 W. Spring St	Riverside	10		$697,000
58	983 W. La Cadena Dr	Riverside	34		$999,000
59	3743 Jefferson St	Riverside	2		$1,099,999
60	3000 Canyon Crest Dr	Riverside	14		$1,582,000
61	800 Via Pueblo	Riverside	15		$4,900,000

MLS Available Condominiums for Sale – July 2011					
No.	**Address**	**City**	**Bedrooms**	**Sq Ft**	**Price**
1	1518 Border Ave	Corona	1	680	$63,000
2	1549 Border Ave	Corona	1	731	$69,900
3	1456 Chalgrove	Corona	1	680	$70,000
4	2160 Highpointe	Corona	1	540	$70,000
5	789 Gianni Dr	Corona	2	850	$70,000
6	779 Gianni Dr	Corona	2	850	$71,900
7	789 Gianni Dr	Corona	2	850	$75,000
8	1456 Chalgrove	Corona	2	860	$79,000
9	1311 Via Santiago	Corona	2	934	$79,900
10	1315 Via Santiago	Corona	2	902	$79,900
11	1995 Las Colinas Cr	Corona	1	642	$80,000
12	1549 Border Ave	Corona	1	731	$82,000
13	1515 Border Ave	Corona	1	731	$82,900
14	2596 Avenida Del Vista	Corona	1	673	$84,750
15	1020 La Terraza	Corona	1	642	$84,900
16	2505 San Gabriel Way	Corona	1	650	$85,499
17	1542 Border Ave	Corona	2	1,040	$89,900
18	779 Gianni Dr	Corona	2	800	$89,900
19	2350 Del Mar Way	Corona	1	650	$90,000
20	2400 San Gabriel Way	Corona	1	735	$93,000
21	1198 Border Ave	Corona	2	934	$95,000
22	2525 San Gabriel	Corona	1	650	$97,000
23	990 Margarita	Corona	2	888	$99,900
24	2320 Del Mar Way	Corona	1	735	$102,000
25	2930 Via Toscana	Corona	1	1,007	$110,000
26	2320 Del Mar Way	Corona	1	650	$110,000
27	1395 Via Del Rio	Corona	2	902	$114,900
28	1545 Border Ave	Corona	2	1,035	$114,900
29	2155 Highpointe Dr	Corona	2	1,146	$117,000
30	1542 Border Ave	Corona	3	1,220	$119,000
31	876 Tangerine	Corona	2	1,054	$120,000
32	1020 Vista Del Cerro Dr	Corona	2	941	$125,000
33	2090 Highpointe Dr	Corona	2	1,146	$125,000
34	1020 La Terraza Cr	Corona	2	941	$125,000
35	1356 Brentwood Cr	Corona	2	1,095	$125,190
36	1304 Brentwood Cr	Corona	2	1,095	$126,900
37	2375 Del Mar Way	Corona	2	995	$129,900
38	1452 Call Way	Corona	3	990	$130,000
39	2400 Del Mar Way	Corona	2	915	$130,000
40	1170 Laurel Leaf Pl	Corona	2	1,138	$134,900
41	826 Live Oak Pl	Corona	2	1,318	$134,900
42	2090 Highpointe Dr	Corona	2	1,146	$135,000
43	2380 Del Mar Way	Corona	3	915	$142,000
44	1611 Raintree Pl	Corona	2	1,138	$143,000
45	2380 Del Mar Way	Corona	2	995	$145,000
46	1636 Coco Palm Ct	Corona	2	1,138	$149,900
47	3793 Camino Tobago	Riverside	2	1,300	$150,000
48	3710 Calle Curacso	Riverside	2	1,203	$155,000
49	3788 Camino Anguilla	Riverside	2	1,300	$180,000
50	13031 Via Antibes	Riverside	3	1,300	$183,000
51	2450 San Gabriel Way	Corona	2	915	$158,000
52	1304 Camelot Dr	Corona	2	1,394	$162,900
53	2031 Via Como Ct	Corona	3	1,298	$164,000
54	1119 Stone Pine Ln	Corona	2	1,024	$164,900
55	1652 Persimmon	Corona	2	1,076	$164,900
56	1375 Camelot	Corona	3	1,449	$165,000
57	1123 Border Ave	Corona	3	1,639	$170,000
58	3160 Castelar Ct	Corona	2	1,004	$174,900
59	1150 San Nicholas Ct	Corona	2	1,004	$175,000
60	3140 Castelar Ct	Corona	2	1,004	$179,900
61	2235 Indigo Hills Dr	Corona	2	1,380	$179,900
62	2241 Indigo Hills Dr	Corona	2	1,380	$184,900
63	2275 Indigo Hills Dr	Corona	3	1,714	$189,900
64	1657 Toyon Pl	Corona	3	1,497	$190,000
65	2290 Indigo Hills Dr	Corona	3	1,714	$192,000
66	690 Azure Ln	Corona	3	1,555	$195,700
67	3100 Puesta Del Sol Ct	Corona	2	1,115	$219,000
68	2280 Indigo Hills Dr	Corona	3	1,714	$220,000

MLS Available Condominiums for Sale – July 2011					
No.	**Address**	**City**	**Bedrooms**	**Sq Ft**	**Price**
69	1049 Bolton St	Corona	3	1,712	$222,900
70	2205 Mira Monte St	Corona	3	1,199	$225,000
71	140 Rugby Ct	Corona	3	1,357	$235,000
72	1053 Bolton St	Corona	3	2,040	$255,000
73	949 Cimarron Ln	Corona	4	1,950	$259,000
74	819 Oso Dr	Corona	4	1,937	$259,900
75	239 Jessica Ln	Corona	3	1,956	$264,900
76	207 Roxanne Ln	Corona	3	1,956	$278,000

MLS Available Mobile Homes for Sale – July 2011					
No.	**Address**	**City**	**Bedrooms**	**Sq Ft**	**Price**
1	3290 Riverside Dr #113	Lake Elsinore	1	684	$10,500
2	3701 Fillmore St #50	Riverside	1	550	$11,900
3	3700 Buchanan #158	Riverside	2	n/a	$13,900
4	1410 E 6th St #44	Corona	2	n/a	$15,000
5	32900 Riverside Dr #115	Lake Elsinore	2	1,040	$15,000
6	5800 Hamner Ave #239	Mira Loma	2	1,152	$16,900
7	3701 Fillmore St #147	Riverside	2	784	$19,900
8	15181 Van Buren Blvd #3	Riverside	2	1,440	$19,900
9	23820 Ironwood Ave #65	Moreno Valley	3	1,440	$19,900
10	307 S Smith Ave	Corona	2	1,800	$20,000
11	4080 Pedley Rd #217	Riverside	2	1,056	$20,000
12	3700 Buchanan Ave #105	Riverside	2	1,344	$21,500
13	4080 Pedley Rd #49	Riverside	2	1,056	$21,900
14	995 E Pomona Rd #1	Corona	2	1,344	$23,000
15	3883 Buchanan Ave #89	Riverside	2	1,400	$24,900
16	4000 Pierce St #12	Riverside	2	1,440	$24,999
17	31750 Machado St #59	Lake Elsinore	2	1,080	$24,999
18	777 S Temescal St #102	Corona	3	1,344	$25,000
19	5800 Hamner Ave #304	Mira Loma	3	1,168	$25,000
20	32900 Riverside Dr #41	Lake Elsinore	3	1,056	$27,000
21	777 S Temescal St #23	Corona	2	n/a	$27,500
22	13381Magnolia Ave #82	Corona	2	1,440	$28,000
23	23820 Ironwood Ave #75	Moreno Valley	2	1,152	$29,000
24	4000 Pierce St #92	Riverside	2	n/a	$29,500
25	4000 Pierce St #30	Riverside	2	n/a	$29,900
26	4000 Pierce St #62	Riverside	2	n/a	$29,900
27	4041 Pedley Rd #127	Riverside	2	1,440	$29,900
28	1550 Rimpau Ave #106	Corona	3	1,248	$29,900
29	307 S Smith #68	Corona	3	1,248	$29,900
30	31750 Machado St #61	Lake Elsinore	2	1,227	$31,900
31	307 S Smith #82	Corona	2	1,344	$34,000
32	13381 Magnolia Ave #64	Corona	2	1,840	$34,300
33	1203 W 6th St #61	Corona	2	n/a	$35,000
34	6130 Camino Real #214	Riverside	3	960	$35,000
35	25350 Santiago Dr #96	Moreno Valley	2	1,152	$35,000
36	25350 Santiago Dr #163	Moreno Valley	2	1,120	$36,500
37	4000 Pierce St #8	Riverside	3	1,344	$36,900
38	853 N. Main St #25	Corona	1	682	$37,500
39	4901 Green River Rd #140	Corona	3	1,344	$39,900
40	21650 Temescal #5	Corona	3	n/a	$39,900
41	13381 Magnolia Ave #157	Corona	2	1,440	$39,900
42	3825 Crestmore Rd #442	Riverside	3	1,260	$39,900
43	21650 Temescal Canyon Rd #14	Corona	3	1,248	$40,000
44	15181 Van Buren #104	Riverside	3	1,456	$40,000
45	4041 Pedley Rd #132	Riverside	3	1,344	$40,000
46	1550 Rimpau Ave #89	Corona	2	1,830	$42,000
47	3701 Fillmore St #143	Riverside	3	1,200	$42,000
48	31750 Machado St #76	Lake Elsinore	2	1,039	$42,900
49	206 S Buena Vista #2	Corona	2	1,500	$44,900
50	4901 Green River Rd #290	Corona	3	1,450	$44,900
51	4000 Pierce St #122	Riverside	2	1,782	$45,000
52	6130 Camino Real #10	Riverside	3	1,519	$45,000
53	13381 Magnolia #147	Corona	2	1,440	$45,000
54	1550 Rimpau Ave #36	Corona	2	1,950	$45,000
55	3100 Santo Tomas St #0	Perris	4	1,848	$46,000
56	13381 Magnolia Ave #165	Corona	2	1,800	$47,500
57	21650 Temescal Canyon Rd #14	Corona	3	1,248	$48,000
58	1550 Rimpau Ave	Corona	2	1,830	$48,900
59	3900 S Temescal St #32	Corona	3	1,050	$49,000
60	21581 Mack St #0	Perris	2	720	$49,000
61	4901 Green River Rd.#323	Corona	3	1,380	$49,900
62	13381 Magnolia Ave #167	Corona	2	1,830	$49,900
63	13381 Magnolia Ave #71	Corona	2	1,930	$49,900
64	21650 Temescal Canyon Rd #31	Corona	3	1,344	$49,900
65	15181 Van Buren Blvd #16	Riverside	3	1,456	$49,999
66	6130 Camino Real #81	Riverside	3	1,568	$49,999
67	21772 Eucalyptus Ave #0	Perris	3	1,248	$50,000
68	4901 Green River Rd #255	Corona	3	1,127	$50,400

MLS Available Mobile Homes for Sale – July 2011					
No.	**Address**	**City**	**Bedrooms**	**Sq Ft**	**Price**
69	10513 Magnolia Ave #E7	Riverside	2	1,068	$52,000
70	853 N Main St #35	Corona	3	1,120	$54,000
71	3701 S Fillmore St #117	Riverside	3	1,248	$54,900
72	3701 S Fillmore St #35	Riverside	3	1,248	$54,900
73	13381 Magnolia Ave	Corona	2	1,930	$54,900
74	777 S Temescal St #6	Corona	4	1,800	$55,000
75	1550 Rimpau #63	Corona	3	1,344	$55,000
76	6130 Camino Real #190	Riverside	2	1,104	$55,000
77	22569 Raymond Rd #0	Perris	2	1,440	$55,000
78	21650 Temescal Canyon Rd #28	Corona	2	1,344	$55,999
79	15181 Van Buren Blvd #169	Riverside	3	2,040	$60,000
80	3883 Buchanan Ave #55	Riverside	3	1,356	$60,000
81	307 S Smith #77	Corona	2	2,176	$60,000
82	1550 Rimpau #50	Corona	2	1,344	$60,520
83	3700 Quartz Cnyn Rd #122	Riverside	3	1,344	$65,000
84	17895 Cajalco Rd #0	Perris	2	1,160	$65,000
85	21650 Temescal Canyon Rd #49	Corona	3	1,344	$68,000
86	1550 Rimpau #98	Corona	3	4,318	$68,000
87	21903 River Rd #2	Perris	3	1,624	$68,000
88	17235 Palomas Dr #0	Perris	1	700	$68,500
89	25350 Santiago Dr #92	Moreno Valley	4	1,560	$68,999
90	1550 Rimpau Ave #81	Corona	3	1,560	$69,900
91	1197 Cambridge #0	Corona	2	720	$69,900
92	853 N Main St #43	Corona	3	1,040	$69,900
93	777 S Temescal St #20	Corona	3	1,566	$69,900
94	1550 Rimpau #154	Corona	3	1,440	$69,900
95	3700 Quartz Cnyn Rd #42	Riverside	4	1,313	$69,950
96	3700 Quartz Cnyn Rd #48	Riverside	3	1,539	$69,999
97	19451 Marquez Rd #0	Perris	3	1,680	$70,000
98	4000 Pierce St #61	Riverside	2	1,440	$70,500
99	995 Pomona Rd #34	Corona	3	1,512	$71,000
100	14110 Loma Sola St #000	Riverside	2	1,440	$72,500
101	1550 Rimpau Ave #148	Corona	3	1,560	$74,900
102	18291 Tereticornis Ave #0	Lake Elsinore	2	567	$75,000
103	3700 Quartz Cnyn Rd #69	Riverside	2	1,056	$75,000
104	25350 Santiago Dr #13	Moreno Valley	2	1,848	$76,000
105	1550 Rimpau Ave #41	Corona	3	1344	$78,000
106	1550 Rimpau Ave #88	Corona	3	1,456	$79,000
107	3700 Quartz Cnyn Rd #46	Riverside	3	1,568	$79,900
108	25350 Santiago Dr #162	Moreno Valley	3	1,568	$80,000
109	3700 Quartz Canyon Rd #70	Riverside	3	1,824	$83,000
110	777 S Temescal #110	Corona	4	1,344	$95,000
111	10260 Stageline St #0	Corona	3	1,440	$95,000
112	918 Whitecliff Way #000	Corona	2	1,440	$99,500
113	15980 Grand Ave #M23	Lake Elsinore	3	1,440	$112,000
114	1453 Shadowglen Way #000	Corona	2	1,440	$114,999
115	918 Whitecliff	Corona	2	1,440	$118,000
116	1405 Glengrove Sq #000	Corona	2	1,440	$118,500
117	3700 Quartz Canyon Dr #33	Riverside	3	2,160	$120,000
118	19600 Brown St #1	Perris	3	1,440	$212,000

Available Commercial Properties For Lease – July 2011					
No.	**Address**	**City**	**Use**	**Sq Ft**	**Price**
1	120 N Joy St	Corona	Industrial	12,255	$0.25
2	232 N Granite St	Corona	Industrial	43,008	$0.25
3	232 N Granite St	Corona	Industrial	36,739	$0.25
4	1620 Leeson Ln	Corona	Industrial	133,000	$0.31
5	341 Bonnie Cir, #104	Corona	Industrial	34,100	$0.34
6	210 & 250 Harrison St	Corona	Industrial	8,000	$0.35
7	370 Meyer Circle, 1st Floor	Corona	Industrial	23,417	$0.35
8	505 E Rincon St	Corona	Industrial	24,823	$0.35
9	191 Granite St	Corona	Industrial	19,315	$0.36
10	232 N Granite St	Corona	Industrial	79,747	$0.36
11	9185 Magnolia Ave	Riverside	Retail	32,000	$0.38
12	505 E Rincon St, #100	Corona	Industrial	12,183	$0.39
13	1550 Magnolia Ave	Corona	Industrial	48,600	$0.39
14	1592 N Jenks Dr	Corona	Industrial	22,454	$0.39
15	232 N Granite St	Corona	Industrial	60,000	$0.39
16	505 E Rincon St, #150	Corona	Industrial	12,640	$0.39
17	555 S Promenade, #103	Corona	Industrial	404,000	$0.39
18	555 S Promenade, #102	Corona	Industrial	48,500	$0.39
19	6421 Central Ave, #105E	Riverside	Industrial	10,218	$0.39
20	210 & 250 Harrison St	Corona	Industrial	4,000	$0.40
21	350 W Rincon St	Corona	Industrial	93,268	$0.41
22	1531 Pomona Rd	Corona	Industrial	57,971	$0.43
23	725 E Harrison St	Corona	Industrial	43,450	$0.43
24	2341 Pomona Rincon Rd, #1	Corona	Industrial	15,480	$0.44
25	1169 Sherborn St	Corona	Industrial	10,000	$0.45
26	1587 Bently Dr, 1st Floor	Corona	Industrial	25,243	$0.45
27	520 E Rincon St	Corona	Industrial	36,000	$0.45
28	11860 Magnolia Ave, Bldg 11	Riverside	Industrial	20,487	$0.45
29	2281 Business Way	Riverside	Industrial	1,350	$0.45
30	2283 Business Way	Riverside	Industrial	1,440	$0.45
31	725 E Harrison St	Corona	Industrial	72,550	$0.47
32	132 N Sherman Ave	Corona	Industrial	14,155	$0.48
33	144 N Sherman Ave	Corona	Industrial	14,028	$0.48
34	1530 Consumer Circle, #101	Corona	Industrial	8,864	$0.48
35	1700 Delilah Ave, #1	Corona	Industrial	25,963	$0.49
36	2621 Research Dr, #102	Corona	Industrial	118,000	$0.49
37	2755 Wardlow Rd	Corona	Industrial	41,093	$0.49
38	2951 Doherty Street	Corona	Industrial	25,000	$0.49
39	4375 Prado Rd, #103	Corona	Industrial	7,078	$0.49
40	4375 Prado Rd, #104	Corona	Industrial	5,837	$0.49
41	4375 Prado Rd, #103 & 104	Corona	Industrial	112,915	$0.49
42	575 Alcoa Cir	Corona	Industrial	30,000	$0.49
43	575 Alcoa Cir	Corona	Industrial	35,000	$0.49
44	575 Alcoa Cir	Corona	Industrial	58,000	$0.49
45	12803 Temescal Canyon Rd, Unit C	Corona	Industrial	1,230	$0.50
46	137 North Joy St	Corona	Industrial	22,000	$0.50
47	160 Vander St, Unit B	Corona	Industrial	3,335	$0.50
48	170 Vander St, Unit A	Corona	Industrial	1,843	$0.50
49	170 Vander St, Unit A/B	Corona	Industrial	3,687	$0.50
50	170 Vander St, Unit B	Corona	Industrial	1,843	$0.50
51	215 N Joy St	Corona	Industrial	6,000	$0.50
52	2440 Railroad St	Corona	Industrial	21,991	$0.50
53	341 Delilah Street, 1st Floor	Corona	Industrial	56,985	$0.50
54	450 Princeland Crt	Corona	Industrial	9,950	$0.50
55	12321 Magnolia Ave, Ste I	Riverside	Industrial	1,400	$0.50
56	23215 Temescal Canyon Rd, Unit A	Corona	Industrial	4,625	$0.52
57	13375 Estelle St	Corona	Industrial	23,040	$0.53
58	1521 Pomona Rd, Unit A	Corona	Industrial	17,000	$0.53
59	820 E Parkridge Ave	Corona	Industrial	23,925	$0.53
60	12363 Doherty St	Riverside	Industrial	7,696	$0.53
61	117 Via Trevizio, #1	Corona	Industrial	26,892	$0.54
62	1852 W Pomona Rd	Corona	Industrial	9,817	$0.54
63	280 Ott St	Corona	Industrial	14,000	$0.54
64	12825 Temescal Canyon Rd, Unit G	Corona	Industrial	1,614	$0.55
65	150-500 Rincon St	Corona	Industrial	26,898	$0.55
66	1500 Commerce St	Corona	Industrial	16,170	$0.55
67	1950 Compton Ave, #107/108	Corona	Industrial	6,912	$0.55
68	235 Benjamin Dr	Corona	Office	10,814	$0.55

Available Commercial Properties For Lease – July 2011					
No.	**Address**	**City**	**Use**	**Sq Ft**	**Price**
69	235 Benjamin Dr	Corona	Industrial	6,500	$0.55
70	297 Harrison St	Corona	Industrial	7,740	$0.55
71	375 Klung Circle	Corona	Industrial	15,748	$0.55
72	958 El Sobrante Rd	Corona	Industrial	15,000	$0.55
73	7119 Arlington Ave, Unit E	Riverside	Industrial	1,078	$0.55
74	264 Mariah Circle	Corona	Industrial	17,112	$0.56
75	440 Harrison St	Corona	Industrial	8,352	$0.56
76	7121 Arlington Ave, Unit E	Riverside	Industrial	1,078	$0.57
77	7123 Arlington Ave, Unit A	Riverside	Industrial	1,078	$0.57
78	7123 Arlington Ave, Unit B	Riverside	Industrial	1,078	$0.57
79	1112 Olympic Dr	Corona	Industrial	10,500	$0.59
80	23143 Temescal Canyon Rd, Ste A	Corona	Industrial	7,695	$0.59
81	645 E Harrison St	Corona	Industrial	13,892	$0.59
82	12321 Magnolia Ave, Ste J	Riverside	Office	1,500	$0.59
83	1711 Jenks Dr	Corona	Industrial	7,440	$0.60
84	19930 Jolora Ave	Corona	Industrial	11,900	$0.60
85	7121 Arlington Ave, Unit A	Riverside	Industrial	1,078	$0.60
86	7171 Arlington Ave, Unit B	Riverside	Industrial	1,078	$0.60
87	1148 California Ave	Corona	Industrial	17,840	$0.65
88	2175 Sampson, #125	Corona	Industrial	1,728	$0.65
89	280 Smith Ave	Corona	Industrial	6,452	$0.65
90	337 E Harrison St, Unit B	Corona	Industrial	11,025	$0.65
91	470 Princeland Court #1	Corona	Industrial	1,764	$0.65
92	1912 Elise Circle	Corona	Industrial	3,712	$0.67
93	1280 Graphite Dr	Corona	Industrial	11,360	$0.68
94	12321 Magnolia Ave, Ste D	Riverside	Office	1,000	$0.69
95	12321 Magnolia Ave, Ste F	Riverside	Industrial	1,400	$0.69
96	12321 Magnolia Ave, Ste E	Riverside	Office	1,300	$0.69
97	12321 Magnolia Ave, Ste C	Riverside	Industrial	1,100	$0.69
98	1128 E 6th St, #5	Corona	Retail	1,200	$0.70
99	268 N Lincoln Ave, #1	Corona	Office	2,173	$0.70
100	268 N Lincoln Ave, #5	Corona	Office	2,048	$0.70
101	268 N Lincoln Ave, #3	Corona	Office	2,101	$0.70
102	268 N Lincoln Ave, #4	Corona	Office	2,260	$0.70
103	300 N Main St, #400	Corona	Retail	8,000	$0.70
104	11860 Magnolia Ave, Bldg 3, Unit G2	Riverside	Office	1,060	$0.70
105	11860 Magnolia Ave, Bldg 3, Unit E2	Riverside	Office	1,060	$0.70
106	12321 Magnolia Ave, Ste I & J	Riverside	Industrial	2,900	$0.70
107	1761 California, #103	Corona	Industrial	5,440	$0.72
108	1251 Carbide Dr	Corona	Industrial	4,159	$0.73
109	1307 W Sixth Street, #140	Corona	Office	1,248	$0.75
110	110 N Washburn Circle, Unit E	Corona	Retail	8,286	$0.75
111	110 N Washburn Circle, Unit D	Corona	Retail	2,675	$0.75
112	1307 W Sixth Street, #132A	Corona	Office	1,784	$0.75
113	1307 W Sixth Street, #138	Corona	Office	1,126	$0.75
114	1307 W Sixth Street, #139	Corona	Office	1,310	$0.75
115	1307 W Sixth Street, #141	Corona	Office	1,248	$0.75
116	1307 W Sixth Street, #132A	Corona	Office	1,784	$0.75
117	710 Rimpau, #203 & 204	Corona	Office	1,800	$0.75
118	840 E Parkridge Ave, #103	Corona	Industrial	1,754	$0.75
119	850 E Parkridge Ave	Corona	Industrial	1,556	$0.75
120	355 N Sheridan St, #357-106	Corona	Industrial	890	$0.78
121	355 N Sheridan St, #357-107	Corona	Industrial	890	$0.78
122	355 N Sheridan St, #359-108	Corona	Industrial	1224	$0.78
123	355 N Sheridan St, #357-110	Corona	Industrial	1,575	$0.78
124	355 N Sheridan St, #357-131	Corona	Industrial	890	$0.78
125	355 N Sheridan St, #357-124	Corona	Industrial	1,000	$0.78
126	1141 Pomona Rd	Corona	Industrial	3,202	$0.79
127	355 N Sheridan St, #357-129	Corona	Industrial	890	$0.79
128	9512-9514 Magnolia Ave, #2	Riverside	Retail	2,025	$0.79
129	9514 Magnolia Ave	Riverside	Retail	2,025	$0.79
130	9514 Magnolia Ave	Riverside	Retail	2,025	$0.79
131	1430 A East 6th St	Corona	Industrial	1,550	$0.80
132	9036-9064 Pulsar Crt, Unit E	Corona	Office	1,738	$0.80
133	9036-9064 Pulsar Crt, Unit D	Corona	Office	1,950	$0.80
134	9036-9064 Pulsar Crt, Units C, D, E & F	Corona	Office	7,376	$0.80
135	1405 Spruce St	Riverside	Office	2,400	$0.81
136	355 N Sheridan St, #355-103	Corona	Industrial	1,495	$0.82

Available Commercial Properties For Lease – July 2011					
No.	**Address**	**City**	**Use**	**Sq Ft**	**Price**
137	469 Harrison St, Ste D	Corona	Industrial	4,032	$0.82
138	400 Princeland Crt, #4	Corona	Industrial	1,560	$0.84
139	157 Radio Rd, #1	Corona	Industrial	4,327	$0.85
140	268 N Lincoln Ave, #10	Corona	Office	2,276	$0.85
141	268 N Lincoln Ave, #16	Corona	Office	3,118	$0.85
142	268 N Lincoln Ave, #8	Corona	Office	2,262	$0.85
143	355 N Sheridan St, #355-109	Corona	Industrial	870	$0.85
144	355 N Sheridan St, #355-112	Corona	Industrial	940	$0.85
145	355 N Sheridan St, #355-113	Corona	Industrial	940	$0.85
146	355 N Sheridan St, #355-116	Corona	Industrial	1,495	$0.85
147	4300 Green River Rd, #109	Corona	Retail	16,500	$0.85
148	11860 Magnolia Ave, Bldg 6, Unit B2	Riverside	Office	1,060	$0.85
149	11860 Magnolia Ave, Bldg 9, Unit B	Riverside	Office	918	$0.85
150	1351 Pomona Rd, #250	Corona	Office	5,500	$0.89
151	1701 N Delilah Street	Corona	Office	2,350	$0.89
152	9036-9064 Pulsar Crt, Units C & D	Corona	Office	3,900	$0.90
153	11860 Magnolia Ave, Bldg 2, Unit B	Riverside	Office	2,500	$0.90
154	11860 Magnolia Ave, Bldg 3, Unit A	Riverside	Office	824	$0.90
155	11860 Magnolia Ave, Bldg 1R, Unit F	Riverside	Retail	1,040	$0.90
156	11860 Magnolia Ave, Bldg 10, Unit E	Riverside	Office	1,856	$0.90
157	11860 Magnolia Ave, Bldg 10, Unit I	Riverside	Office	778	$0.90
158	6230 Van Buren Ave	Riverside	Retail	25,573	$0.92
159	1307 W Sixth Street, #209	Corona	Office	760	$0.95
160	1307 W Sixth Street, #204	Corona	Office	600	$0.95
161	1307 W Sixth Street, #210	Corona	Office	1,420	$0.95
162	1307 W Sixth Street, #118	Corona	Office	1,231	$0.95
163	1307 W Sixth Street, #206	Corona	Office	500	$0.95
164	1307 W Sixth Street, #201	Corona	Office	1,568	$0.95
165	10800 Hole Ave, 1st Floor #6	Riverside	Office	1,000	$0.95
166	11860 Magnolia Ave, Bldg 3, Unit L	Riverside	Office	824	$0.95
167	11860 Magnolia Ave, Bldg 5, Unit C	Riverside	Office	1,620	$0.95
168	11860 Magnolia Ave, Bldg 5, Unit d	Riverside	Office	1,620	$0.95
169	8151 Arlington Ave, #1	Riverside	Retail	1,665	$0.95
170	8151 Arlington Ave	Riverside	Retail	1,848	$0.95
171	8151 Arlington Ave, Unit S	Riverside	Retail	914	$0.95
172	4190 Green River Rd	Corona	Industrial	4,100	$0.99
173	4190 Green River Rd	Corona	Office	4,100	$0.99
174	4214 Green River Rd	Corona	Office	1,750	$0.99
175	1181 California, Ave, #201	Corona	Office	2,892	$1.00
176	1632 Railroad Street, #2	Corona	Industrial	3,250	$1.00
177	217 E Third St	Corona	Office	3,500	$1.00
178	2189 Sampson Ave, #101	Corona	Retail	5,120	$1.00
179	2410 Wardlow Rd, #111	Corona	Retail	3,642	$1.00
180	300 N Main St, #380B	Corona	Retail	1,200	$1.00
181	400 E Rincon St, #250	Corona	Office	6,013	$1.00
182	400 E Rincon St, #350	Corona	Office	7,085	$1.00
183	400 E Rincon St, #100	Corona	Office	16,984	$1.00
184	425 E 6th Street, #206	Corona	Retail	800	$1.00
185	430 W Foothill, First Floor	Corona	Office	54,000	$1.00
186	487 S Corona Mall, Unit C	Corona	Office	1,275	$1.00
187	80 W Grand Blvd, #122	Corona	Retail	1,500	$1.00
188	9036-9064 Pulsar Crt, Unit B	Corona	Office	1,846	$1.00
189	10051 Magnolia Ave, Unit A6	Riverside	Retail	2,030	$1.00
190	7107 Arlington Ave, Unit B	Riverside	Retail	1,080	$1.00
191	8151 Arlington Ave, Unit Z	Riverside	Retail	1,279	$1.00
192	8151 Arlington Ave, Unit R	Riverside	Retail	914	$1.00
193	1307 W Sixth Street, #117	Corona	Office	1,275	$1.05
194	1307 W Sixth Street, #221-222	Corona	Office	1,593	$1.05
195	1307 W Sixth Street, #223	Corona	Office	1,235	$1.05
196	1307 W Sixth Street, #114	Corona	Office	1,218	$1.05
197	1307 W Sixth Street, #115	Corona	Office	1,261	$1.05
198	255 N Lincoln Ave	Corona	Office	12,900	$1.05
199	11860 Magnolia Ave, Bldg 3, Unit C/D	Riverside	Office	1,624	$1.05
200	11860 Magnolia Ave, Bldg 1, Unit B	Riverside	Office	2,500	$1.05
201	11860 Magnolia Ave, Bldg 2, Unit B1	Riverside	Office	800	$1.05
202	11860 Magnolia Ave, Bldg 4, Unit C	Riverside	Office	1,078	$1.05
203	11860 Magnolia Ave, Bldg 7, Unit A	Riverside	Office	956	$1.05
204	11860 Magnolia Ave, Bldg 9, Unit K	Riverside	Office	918	$1.05

Available Commercial Properties For Lease – July 2011					
No.	**Address**	**City**	**Use**	**Sq Ft**	**Price**
205	2187 Sampson Ave, #1	Corona	Retail	5,120	$1.10
206	430 N McKinley Ave	Corona	Retail	42,622	$1.10
207	10330 Hole Ave, Space 5	Riverside	Retail	1,350	$1.10
208	10330 Hole Ave, Space 6	Riverside	Retail	1,400	$1.10
209	10330 Hole Ave	Riverside	Retail	9	$1.10
210	11860 Magnolia Ave, Bldg 9, Unit J	Riverside	Office	764	$1.10
211	4230 Green River Rd	Corona	Office	6,542	$1.15
212	462 Corona Mall	Corona	Office	1,500	$1.15
213	760 Washburn Ave #8	Corona	Medical Office	3,127	$1.15
214	760 Washburn Ave #10A	Corona	Medical Office	1,044	$1.15
215	760 Washburn Ave #10B	Corona	Medical Office	1,351	$1.15
216	760 Washburn Ave #14	Corona	Medical Office	1,180	$1.15
217	760 Washburn Ave #22	Corona	Medical Office	1,164	$1.15
218	760 Washburn Ave #24	Corona	Medical Office	1,471	$1.15
219	11860 Magnolia Ave, Bldg 1, Unit C1	Riverside	Office	588	$1.15
220	11860 Magnolia Ave, Bldg 2, Unit C2	Riverside	Office	505	$1.15
221	325 N Cota St	Corona	Industrial	10,478	$1.16
222	129 N McKinley St, #103	Corona	Retail	4,750	$1.20
223	341 Corporate Terrace Circle	Corona	Office	31,811	$1.20
224	900 Main St #105	Corona	Medical Office	1,318	$1.20
225	900 Main St #201	Corona	Medical Office	3,261	$1.20
226	900 Main St #202	Corona	Medical Office	2,445	$1.20
227	900 Main St #203	Corona	Medical Office	1,599	$1.20
228	10066 Magnolia Ave	Riverside	Retail	960	$1.20
229	1307 W Sixth Street, #129	Corona	Office	1248	$1.25
230	255 E Rincon St, #112	Corona	Office	2,411	$1.25
231	2755 Wardlow Rd	Corona	Office	6,476	$1.25
232	300-490 N McKinley St, #21	Corona	Retail	2,106	$1.25
233	300-490 N McKinley St, #13	Corona	Retail	23,996	$1.25
234	430 W Foothill, First Floor	Corona	Office	27,000	$1.25
235	4300 Green River Rd, #101-104	Corona	Retail	5,508	$1.25
236	4300 Green River Rd, #106	Corona	Retail	1,200	$1.25
237	4300 Green River Rd, #108	Corona	Retail	2,161	$1.25
238	623 N Main St, D-5	Corona	Office	1,360	$1.25
239	623 N Main St, Ste D-4	Corona	Retail	1,360	$1.25
240	629 N Main St	Corona	Retail	3,575	$1.25
241	720 N Main St, #2	Corona	Retail	3,800	$1.25
242	720 N Main St, #3	Corona	Retail	2,800	$1.25
243	720 N Main St, #782	Corona	Retail	5,880	$1.25
244	720 N Main St, #762	Corona	Retail	1,800	$1.25
245	98 E Grand Blvd	Corona	Office	2,400	$1.25
246	10051 Magnolia Ave, Unit B2	Riverside	Retail	1,172	$1.25
247	10051 Magnolia Ave, Unit B3	Riverside	Retail	1,172	$1.25
248	10051 Magnolia Ave, Unit B4	Riverside	Retail	1,190	$1.25
249	10683 Magnolia Ave, Unit C	Riverside	Office	1,350	$1.25
250	11140 Magnolia Ave	Riverside	Retail	16,196	$1.25
251	11860 Magnolia Ave, Bldg 2R, Unit F	Riverside	Retail	1,198	$1.25
252	11860 Magnolia Ave, Bldg 1R, Unit UV	Riverside	Retail	3,120	$1.25
253	11860 Magnolia Ave, Bldg 8, Unit F	Riverside	Office	400	$1.25
254	4680 La Sierra Ave	Riverside	Industrial	5,597	$1.25
255	4680 La Sierra Ave	Riverside	Retail	6,273	$1.25
256	2275 S Main St, #103	Corona	Office	2,699	$1.29
257	2275 S Main St, #104	Corona	Office	2,740	$1.29
260	1307 W Sixth Street, #212D	Corona	Office	320	$1.30
261	1307 W Sixth Street, #211	Corona	Office	337	$1.30
262	1307 W Sixth Street, #212A	Corona	Office	336	$1.30
263	1307 W Sixth Street, #220D	Corona	Office	279	$1.30
264	2278 Griffin Way, #101	Corona	Industrial	11,511	$1.30
265	430 W Foothill, First Floor	Corona	Office	15,000	$1.30
266	10074 Magnolia Ave	Riverside	Retail	1,200	$1.30
267	1307 W Sixth Street, #107	Corona	Office	1,141	$1.35
268	1307 W Sixth Street, #212B	Corona	Office	388	$1.35
269	1307 W Sixth Street, #108	Corona	Office	1,605	$1.35
270	1307 W Sixth Street, #212C	Corona	Office	354	$1.35
271	1871 California Ave	Corona	Office	4,303	$1.35
272	1875 California Ave	Corona	Office	5,180	$1.35
273	1881 California Ave	Corona	Office	4,595	$1.35
274	1897 California Ave, #1	Corona	Office	12,778	$1.35

Available Commercial Properties For Lease – July 2011					
No.	**Address**	**City**	**Use**	**Sq Ft**	**Price**
275	1897 California Ave, #101	Corona	Office	4,232	$1.35
276	1897 California Ave, #101/102	Corona	Office	8,337	$1.35
277	1897 California Ave, #103	Corona	Office	4,313	$1.35
278	210 West Grand Blvd, #105	Corona	Retail	1,000	$1.35
279	290 Corporate Terrace Circle	Corona	Office	3,908	$1.35
280	311 Corporate Terrace Circle	Corona	Office	3,064	$1.35
281	430 W Foothill, First Floor	Corona	Office	10,000	$1.35
282	11820 Pierce St, #100	Riverside	Office	6,700	$1.35
283	11820 Pierce St, #200	Riverside	Office	6,457	$1.35
284	1750 California Ave, #113	Corona	Industrial	1,340	$1.38
285	351 Corporate Terrace Circle	Corona	Office	3,276	$1.39
286	361 Corporate Terrace Circle	Corona	Office	3,596	$1.39
287	1307 W Sixth Street, #208	Corona	Office	516	$1.40
288	1307 W Sixth Street, #108	Corona	Office	516	$1.40
289	1351 Pomona Rd, #110	Corona	Office	2,390	$1.40
290	1351 Pomona Rd, #106	Corona	Office	2,879	$1.40
291	1351 Pomona Rd, #210	Corona	Office	2,822	$1.40
292	161 N. McKinley St, #124	Corona	Office	2,350	$1.40
293	10080 Magnolia Ave	Riverside	Retail	1,800	$1.40
294	1750 California Ave, #202	Corona	Industrial	1,050	$1.43
295	255 E Rincon St, #211A	Corona	Office	588	$1.44
296	1315 Corona Pointe Crt, #102	Corona	Office	2,003	$1.45
297	1315 Corona Pointe Crt, #202	Corona	Office	2,253	$1.45
298	2280 Wardlow Circle, #140	Corona	Office	5,467	$1.45
299	2280 Wardlow Circle #220	Corona	Office	1,535	$1.45
300	2280 Wardlow Circle #205	Corona	Office	3,256	$1.45
301	2280 Wardlow Circle #255	Corona	Office	5,389	$1.45
302	301 Corporate Terrace Cir, 1st Floor	Corona	Office	6,599	$1.45
303	513 S Smith Ave	Corona	Office	2,269	$1.45
304	555 Queensland Circle	Corona	Office	2,100	$1.45
305	1861 California Ave	Corona	Office	5,145	$1.50
306	1867 California Ave, #102	Corona	Office	3,574	$1.50
307	232 E Grand Blvd, #202	Corona	Office	1,000	$1.50
308	232 E Grand Blvd, #201	Corona	Office	1,020	$1.50
309	232 E Grand Blvd, #103	Corona	Office	1,000	$1.50
310	250 E Rincon, #101	Corona	Office	1,561	$1.50
311	250 E Rincon, #211	Corona	Office	2,050	$1.50
312	250 E Rincon, #110	Corona	Office	3,000	$1.50
313	255 E Rincon St, #300	Corona	Office	2,500	$1.50
314	255 E Rincon St, #323	Corona	Office	558	$1.50
315	255 E Rincon St, #211B	Corona	Office	666	$1.50
316	255 E Rincon St, #211	Corona	Office	1,254	$1.50
317	255 E Rincon St, #305	Corona	Office	1,490	$1.50
318	255 E Rincon St, #205	Corona	Office	1,600	$1.50
319	2748 Hamner Ave	Norco	Retail	1,400	$1.50
320	300-490 N McKinley St, #23	Corona	Retail	3,212	$1.50
321	430 W Foothill, First Floor	Corona	Office	5,000	$1.50
322	430 W Foothill, First Floor	Corona	Office	5,000	$1.50
323	490-570 Hidden Valley Pkwy	Corona	Retail	25,000	$1.50
324	529-591 North McKinley St	Corona	Retail	4,500	$1.50
325	750 S Lincoln Ave, #101	Corona	Retail	6,000	$1.50
326	80 W Grand Blvd, #115A	Corona	Retail	750	$1.50
327	80 W Grand Blvd, #120	Corona	Retail	1,000	$1.50
328	80 W Grand Blvd, #101-102	Corona	Retail	3,000	$1.50
329	10311 Hole Ave, Unit E	Riverside	Retail	800	$1.50
330	11810 Pierce St, #100	Riverside	Office	4,300	$1.50
331	1760 California Ave, #101	Corona	Industrial	3,300	$1.51
332	1760 California Ave, #201	Corona	Industrial	3,300	$1.51
333	1307 W Sixth Street, #119A	Corona	Office	506	$1.55
334	629 N Main St	Corona	Retail	1,788	$1.55
335	817 W Grand Blvd	Corona	Office	2,021	$1.59
336	129 N McKinley St, #102	Corona	Retail	1,007	$1.60
337	129 N McKinley St, #109	Corona	Retail	1,000	$1.60
338	129 N McKinley St, #111	Corona	Retail	1,000	$1.60
339	1525 E Ontario Ave, #105	Corona	Retail	2,068	$1.60
340	355 E Rincon St, #101	Corona	Office	2,397	$1.60
341	355 E Rincon St, #120	Corona	Office	5,747	$1.60
342	355 E Rincon St, #200	Corona	Office	2,654	$1.60

Available Commercial Properties For Lease – July 2011					
No.	**Address**	**City**	**Use**	**Sq Ft**	**Price**
343	355 E Rincon St, #219	Corona	Office	2,630	$1.60
344	355 E Rincon St, #221	Corona	Office	1,978	$1.60
345	1750 California Ave, #201	Corona	Industrial	2,450	$1.63
346	1075 Montecito Dr	Corona	Office	6,766	$1.65
347	1353 Old Temescal	Corona	Office	2,500	$1.65
348	1525 E Ontario Ave, #101A	Corona	Retail	1,538	$1.65
349	1525 E Ontario Ave, #102	Corona	Retail	1,064	$1.65
350	1525 E Ontario Ave, #106	Corona	Retail	1,209	$1.65
351	2045 Compton Ave, #101	Corona	Office	2,097	$1.65
352	2045 Compton Ave, #102	Corona	Office	2,323	$1.65
353	2045 Compton Ave, #103	Corona	Office	1,435	$1.65
354	2045 Compton Ave, #104	Corona	Office	2,782	$1.65
355	2045 Compton Ave, 1st Floor	Corona	Office	10,000	$1.65
356	2045 Compton Ave, #203	Corona	Office	1,603	$1.65
357	2045 Compton Ave, #205	Corona	Office	1,599	$1.65
358	2045 Compton Ave, 2nd Floor	Corona	Office	3,202	$1.65
359	10311 Hole Ave, Unit E & F	Riverside	Retail	1,600	$1.65
360	5225 Canyon Crest Dr #305	Riverside	Retail	1,320	$1.65
361	5225 Canyon Crest Dr #309	Riverside	Retail	309	$1.65
362	1181 California Ave, #102	Corona	Office	4,529	$1.70
363	1181 California Ave, #	Corona	Office	4,024	$1.70
364	1181 California Ave, #	Corona	Office	9,851	$1.70
365	107 N McKinley St, #103	Corona	Retail	4,180	$1.75
366	1820 Fullerton Ave #110	Corona	Medical Office	300	$1.75
367	1820 Fullerton Ave #120	Corona	Medical	1,900	$1.75
368	1820 Fullerton Ave #140	Corona	Medical Office	5,328	$1.75
369	1820 Fullerton Ave #145	Corona	Medical Office	400	$1.75
370	1820 Fullerton Ave #150	Corona	Medical Office	1,600	$1.75
371	1820 Fullerton Ave #160	Corona	Medical Office	1,240	$1.75
372	1820 Fullerton Ave #180/190	Corona	Medical Office	5,350	$1.75
373	1820 Fullerton Ave #222	Corona	Medical Office	750	$1.75
374	1820 Fullerton Ave #230/240	Corona	Medical Office	2,500	$1.75
375	1820 Fullerton Ave #250	Corona	Medical Office	1,000	$1.75
376	1820 Fullerton Ave #270	Corona	Medical Office	2,383	$1.75
377	1820 Fullerton Ave #280	Corona	Medical Office	1,024	$1.75
378	1820 Fullerton Ave #310	Corona	Medical Office	2,500	$1.75
379	1820 Fullerton Ave #320	Corona	Medical Office	2,500	$1.75
380	1820 Fullerton Ave #330	Corona	Medical Office	1,000	$1.75
381	1820 Fullerton Ave #350	Corona	Medical Office	1,645	$1.75
382	2275 Sampson Ave, #2748	Corona	Office	2,478	$1.75
383	2275 Sampson Ave, #200	Corona	Office	11,969	$1.75
384	300-490 N McKinley St, #24	Corona	Retail	1,648	$1.75
385	300-490 N McKinley St, #46	Corona	Retail	1,400	$1.75
386	300-490 N McKinley St, #1	Corona	Retail	4,500	$1.75
387	300-490 N McKinley St, #10	Corona	Retail	4,275	$1.75
388	300-490 N McKinley St, #12	Corona	Retail	5,500	$1.75
389	300-490 N McKinley St, #54	Corona	Retail	1,470	$1.75
390	355 E Rincon St, #125	Corona	Office	4,486	$1.75
391	430 W Foothill, First Floor	Corona	Office	2,000	$1.75
392	3950 Pierce St, #D	Riverside	Retail	971	$1.75
393	1180 W 6th St, #102	Corona	Retail	3,280	$1.85
394	1180 W 6th St, #104	Corona	Retail	3,120	$1.85
395	4160 Temescal Canyon Rd, #200	Corona	Office	8,037	$1.85
396	4160 Temescal Canyon Rd, #202	Corona	Office	2,936	$1.85
397	4160 Temescal Canyon Rd, #300	Corona	Office	18,361	$1.85
398	4160 Temescal Canyon Rd, #308	Corona	Office	1,894	$1.85
399	4160 Temescal Canyon Rd, #312	Corona	Office	1,163	$1.85
400	4160 Temescal Canyon Rd, #400	Corona	Office	25,944	$1.85
401	4160 Temescal Canyon Rd, #500	Corona	Office	25,944	$1.85
402	4160 Temescal Canyon Rd, #600	Corona	Office	25,944	$1.85
403	650-750 S Lincoln Ave, #1180-102	Corona	Retail	3,280	$1.85
404	650-750 S Lincoln Ave, #1180-104	Corona	Retail	3,120	$1.85
405	5225 Canyon Crest Dr #17	Riverside	Retail	900	$1.85
406	1250 Corona Pointe Crt, #602	Corona	Office	5,065	$1.90
407	1250 Corona Pointe Crt, #404	Corona	Office	2,099	$1.90
408	1260 Corona Pointe Crt, #3	Corona	Office	9,357	$1.90
409	1260 Corona Pointe Crt, #1	Corona	Office	6,797	$1.90
410	391 N Main St, #100	Corona	Office	965	$1.90

Available Commercial Properties For Lease – July 2011					
No.	**Address**	**City**	**Use**	**Sq Ft**	**Price**
411	391 N Main St, #201	Corona	Office	2,319	$1.90
412	391 N Main St, 2nd & 3rd Floor	Corona	Office	44,889	$1.90
413	2347-2363 California Ave, 2nd Floor	Corona	Retail	1,250	$1.95
414	2347-2363 California Ave, 2nd Floor	Corona	Retail	1,200	$1.95
415	300-490 N McKinley St, #5	Corona	Retail	2,125	$1.95
416	300-490 N McKinley St, #63	Corona	Retail	7,800	$1.95
417	300-490 N McKinley St, #66	Corona	Retail	1,400	$1.95
418	391 N Main St, #108	Corona	Office	1,000	$1.95
419	641 N Main St, Ste A-1	Corona	Retail	2,208	$1.95
420	3430 La Sierra Ave, Unit C	Riverside	Retail	1,920	$1.95
421	4244 Riverwalk Pkwy, #200	Riverside	Medical Office	15,350	$1.95
422	4244 Riverwalk Pkwy, #180	Riverside	Medical Office	2,914	$1.95
423	4244 Riverwalk Pkwy, #230	Riverside	Medical Office	2,333	$1.95
424	5225 Canyon Crest Dr #17C	Riverside	Retail	785	$1.95
425	1250 Corona Pointe Crt, #303	Corona	Office	1,590	$2.00
426	1250 Corona Pointe Crt, #406	Corona	Office	4,212	$2.00
427	1255 Magnolia Ave, #107	Corona	Retail	1,230	$2.00
428	1275 Magnolia Ave, #103	Corona	Retail	1,200	$2.00
429	1312 E Ontario Ave, #103	Corona	Retail	2,300	$2.00
430	161 N McKinley St	Corona	Retail	5,500	$2.00
431	161 McKinley, #108	Corona	Retail	1,100	$2.00
432	161 McKinley, #126	Corona	Retail	1,500	$2.00
433	161 McKinley, #106 & 107	Corona	Retail	2,200	$2.00
434	161 McKinley, #110	Corona	Retail	3,300	$2.00
435	2278 Griffin Way	Corona	Retail	1,600	$2.00
436	490-570 Hidden Valley Pkwy	Corona	Retail	3,000	$2.00
437	650-750 S Lincoln Ave, #650-110	Corona	Retail	1,755	$2.00
438	650-750 S Lincoln Ave, #101	Corona	Retail	1,160	$2.00
439	10060 Magnolia Ave	Riverside	Retail	434	$2.00
440	10319 Magnolia Ave	Riverside	Retail	960	$2.00
441	3610 Park Sierra Blvd	Riverside	Retail	10,000	$2.00
442	3660 Park Sierra Blvd	Riverside	Office	3,000	$2.00
443	1250 Corona Pointe Crt, #308	Corona	Office	3,377	$2.10
444	507 Queensland Circle	Corona	Office	4,659	$2.10
445	518 Queensland Circle	Corona	Office	4,003	$2.10
446	525 Queensland Circle	Corona	Office	4,067	$2.10
447	531 Queensland Circle, Bldg#7	Corona	Office	3,648	$2.10
448	549 Queensland Circle, #103	Corona	Office	1,697	$2.10
449	391 N Main St, #107	Corona	Office	2,911	$2.20
450	1112 W 6th St, #101	Corona	Retail	1,172	$2.25
451	1112 W 6th St, #106	Corona	Retail	2,010	$2.25
452	2780 Cabot Ave, #6-175	Corona	Retail	1,065	$2.25
453	2780 Cabot Ave, #4-150	Corona	Retail	1,200	$2.25
454	2780 Cabot Ave, #6-102	Corona	Retail	1,499	$2.25
455	2780 Cabot Ave, #6-180	Corona	Retail	2,510	$2.25
456	2780 Cabot Ave, #6-107	Corona	Retail	2,812	$2.25
457	2780 Cabot Ave, #6-105	Corona	Retail	2,819	$2.25
458	2780 Cabot Ave, #5-175	Corona	Retail	3,321	$2.25
459	2780 Cabot Ave, #5-160	Corona	Retail	3,755	$2.25
460	2780 Cabot Ave, #5-180	Corona	Retail	6,003	$2.25
461	2780 Cabot Ave, #4-125	Corona	Retail	1,425	$2.25
462	2780 Cabot Ave, #7-115	Corona	Retail	1,000	$2.25
463	2780 Cabot Ave, #6-101	Corona	Retail	1,675	$2.25
464	2780 Cabot Ave, #5-165	Corona	Retail	2,712	$2.25
465	2780 Cabot Ave, #7-110	Corona	Retail	3,198	$2.25
466	2780 Cabot Ave, #4-130	Corona	Retail	5,200	$2.25
467	2780 Cabot Ave, #6-160	Corona	Retail	1,065	$2.25
468	300-490 N McKinley St, #39	Corona	Retail	1,080	$2.25
469	369 Magnolia Ave, Unit G-13	Corona	Retail	2,070	$2.25
470	369 Magnolia Ave, Unit C-104	Corona	Retail	4,100	$2.25
471	369 Magnolia Ave, Unit C-102	Corona	Retail	2,000	$2.25
472	650 S Lincoln, #105	Corona	Retail	4,789	$2.25
473	6993 Hamner Ave	Corona	Retail	1,200	$2.25
474	11130 Magnolia Ave, Unit D	Riverside	Retail	1,620	$2.25
475	11140 Magnolia Ave, #3724 B	Riverside	Retail	1,407	$2.25
476	11140 Magnolia Ave, #3758 B	Riverside	Retail	1,300	$2.25
477	11140 Magnolia Ave, #3758 D	Riverside	Retail	1,507	$2.25
478	5225 Canyon Crest Dr #1	Riverside	Retail	1,560	$2.25

Available Commercial Properties For Lease – July 2011					
No.	**Address**	**City**	**Use**	**Sq Ft**	**Price**
479	5225 Canyon Crest Dr #20	Riverside	Retail	1,350	$2.25
480	5225 Canyon Crest Dr #10	Riverside	Retail	2,440	$2.35
481	5225 Canyon Crest Dr #28	Riverside	Retail	800	$2.35
482	5225 Canyon Crest Dr #7B	Riverside	Retail	1,000	$2.35
483	1140 E Ontario Ave	Corona	Retail	3,300	$2.50
484	1340 El Soberante Rd	Corona	Retail	3,500	$2.50
485	2279 Eagle Glen Parkway	Corona	Retail	4,800	$2.50
486	490-570 Hidden Valley Pkwy	Corona	Retail	2,500	$2.50
487	490-570 Hidden Valley Pkwy	Corona	Retail	1,500	$2.50
488	540 Hidden Valley Pkwy	Corona	Retail	1,200	$2.50
489	650-750 S Lincoln Ave, #750-101	Corona	Retail	6,000	$2.50
490	770 Magnolia Ave, Unit H-1/1	Corona	Office	1,857	$2.50
491	10303 Magnolia Ave	Riverside	Retail	1,050	$2.50
492	11090 Magnolia Ave	Riverside	Retail	1,376	$2.50
493	3400 La Sierra Ave, Unit C	Riverside	Retail	4,346	$2.65
494	2071 Compton Ave	Corona	Office	1,700	$2.75
495	2390 Anselmo Dr, 2nd Floor	Corona	Office	21,994	$2.75
496	2390 Anselmo Dr, 1st Floor	Corona	Office	22,680	$2.75
497	2390 Anselmo Dr, 3rd Floor	Corona	Office	22,696	$2.75
498	2390 Anselmo Dr, 4th Floor	Corona	Office	22,696	$2.75
499	2390 Anselmo Dr, 5th Floor	Corona	Office	22,696	$2.75
500	2390 Anselmo Dr, 6th Floor	Corona	Office	22,696	$2.75
501	490 Hidden Valley Pkwy, #490-102	Corona	Retail	1,430	$2.75
502	490 Hidden Valley Pkwy, #490-103	Corona	Retail	3,000	$2.75
503	490 Hidden Valley Pkwy, #540-106	Corona	Retail	1 213	$2.75
504	490 Hidden Valley Pkwy, #540-101	Corona	Retail	2,173	$2.75
505	2711 Canyon Springs Pkwy	Riverside	Retail	1,300	$2.75
506	2375 Anselmo Dr, 1st Floor	Corona	Office	25,000	$2.85
507	2375 Anselmo Dr, 2nd Floor	Corona	Office	25,000	$2.85
508	2375 Anselmo Dr, 3rd Floor	Corona	Office	25,000	$2.85
509	2455 Anselmo Dr, 1st Floor	Corona	Office	25,000	$2.85
510	2455 Anselmo Dr, 2nd Floor	Corona	Office	25,000	$2.85
511	2455 Anselmo Dr, 3rd Floor	Corona	Office	25,000	$2.85
512	4204 Riverwalk Pkwy, #200	Riverside	Office	8,063	$2.85
513	4204 Riverwalk Pkwy, #300	Riverside	Office	18,545	$2.85
514	4204 Riverwalk Pkwy, 4th Floor	Riverside	Office	25,000	$2.85
515	4210 Riverwalk Pkwy, 1st Floor	Riverside	Office	25,000	$2.85
516	4210 Riverwalk Pkwy, 2nd Floor	Riverside	Office	25,000	$2.85
517	4210 Riverwalk Pkwy, 3rd Floor	Riverside	Office	25,000	$2.85
518	4210 Riverwalk Pkwy, 4th Floor	Riverside	Office	25,000	$2.85
519	2347-2363 California Ave, 1st Floor	Corona	Retail	825	$2.95
520	231 S Lincoln Ave	Corona	Retail	3,210	$3.11
521	1810 Fullerton Ave	Corona	Office	2,576	$3.49
522	19450 E Ontario Ave	Corona	Industrial	38,768	Negotiable
523	1320 E 6th St	Corona	Industrial	50,000	Negotiable
524	1345 Quarry St, 1st Floor	Corona	Industrial	5,000	Negotiable
525	1345 Quarry St, 1st Floor	Corona	Industrial	10,000	Negotiable
526	14855 Innovation Dr	Corona	Industrial	225,000	Negotiable
527	1510-1550 W 6th St	Corona	Retail	1,375	Negotiable
528	1510-1550 W 6th St	Corona	Retail	1,200	Negotiable
529	1510-1550 W 6th St	Corona	Retail	1,600	Negotiable
530	1510-1550 W 6th St	Corona	Retail	20,500	Negotiable
531	2621-2791 Green River Rd, #	Corona	Retail		Negotiable
532	2621-2791 Green River Rd, #1	Corona	Retail	950	Negotiable
533	2621-2791 Green River Rd, #2	Corona	Retail	1,061	Negotiable
534	2621-2791 Green River Rd, #3	Corona	Retail	1,200	Negotiable
535	2621-2791 Green River Rd, #4	Corona	Retail	2,055	Negotiable
536	2621-2791 Green River Rd, #5	Corona	Retail	2,438	Negotiable
537	2621-2791 Green River Rd, #6	Corona	Retail	2,450	Negotiable
538	2621-2791 Green River Rd, #7	Corona	Retail	4,551	Negotiable
539	2690 Tuscany St, #B-6a	Corona	Retail	900	Negotiable
540	2690 Tuscany St, #D9-102	Corona	Retail	1,577	Negotiable
541	2690 Tuscany St, #D13-104	Corona	Retail	804	Negotiable
542	2690 Tuscany St, #D15-101	Corona	Retail	2,359	Negotiable
543	2690 Tuscany St, #B-3f	Corona	Retail	1,604	Negotiable
544	2690 Tuscany St, #B-3c	Corona	Retail	1,995	Negotiable
545	2690 Tuscany St, #D13-103	Corona	Retail	1,525	Negotiable
546	2690 Tuscany St, #D3-101	Corona	Retail	3,904	Negotiable

Available Commercial Properties For Lease – July 2011					
No.	**Address**	**City**	**Use**	**Sq Ft**	**Price**
547	2690 Tuscany St, #D8-104	Corona	Retail	5,000	Negotiable
548	2690 Tuscany St, #B-12A	Corona	Retail	6,043	Negotiable
549	275 & 280 Teller Avenue, #180	Corona	Retail	10,287	Negotiable
550	275 & 280 Teller Avenue, #170	Corona	Retail	4,373	Negotiable
551	275 & 280 Teller Avenue, #130	Corona	Retail	4,970	Negotiable
552	275 & 280 Teller Avenue, #110	Corona	Retail	7,000	Negotiable
553	275 & 280 Teller Avenue, #100	Corona	Retail	11,245	Negotiable
554	4300 Green River Rd, Pad A	Corona	Retail	3,000	Negotiable
555	4300 Green River Rd, Pad B	Corona	Retail	4,000	Negotiable
556	720 Magnolia Ave, #A-2	Corona	Medical Office	1,418	Negotiable
557	720 Magnolia Ave, #B-2	Corona	Medical Office	1,455	Negotiable
558	720 Magnolia Ave, #C-3	Corona	Medical Office	1,100	Negotiable
559	720 Magnolia Ave, #C-4	Corona	Medical Office	1,127	Negotiable
560	720 Magnolia Ave, #C-3/4	Corona	Medical Office	2,227	Negotiable
561	720 Magnolia Ave, #B-2/3	Corona	Medical Office	2,840	Negotiable
562	9097 Pulsar Ct, Bldg 1	Corona	Industrial	43,928	Negotiable
563	9121 Pulsar Ct, Bldg 2	Corona	Industrial	11,352	Negotiable
564	9145 Pulsar Ct, Bldg 3	Corona	Industrial	11,352	Negotiable
565	9169 Pulsar Ct, Bldg 4	Corona	Industrial	11,352	Negotiable
566	9163 Pulsar Ct, Bldg 5	Corona	Industrial	11,352	Negotiable
567	9097-9163 Pulsar Ct, Bldg 1,2,3	Corona	Industrial	89,336	Negotiable
568	10255 Magnolia Ave	Riverside	Retail	1,800	Negotiable
569	10320-10370 Arlington Ave	Riverside	Retail	1,090	Negotiable
570	10458 Magnolia Ave	Riverside	Retail	1,950	Negotiable
571	10444 Magnolia Ave	Riverside	Retail	1,457	Negotiable
572	11695 State Ave, 1st Floor	Riverside	Office	1,321	Negotiable
572	11695 State Ave, 1st Floor	Riverside	Office	1,321	Negotiable
573	11801 Pierce St, #200	Riverside	Office	2,500	Negotiable
574	4076 Flat Rock	Riverside	Industrial	19,814	Negotiable
575	4270-4294 Riverwalk Pkwy	Riverside	Retail	11,268	Negotiable
576	9516 Magnolia Ave	Riverside	Retail	5,000	Negotiable

Available Commercial Properties for Sale – July 2011					
No.	**Address**	**City**	**Use**	**Sq Ft**	**Price**
1	5980 Jasmine St	Riverside	Land	6,098	$49,500
2	Glenwood Ave	Riverside	Land	36,154	$89,000
3	19930 Temescal Cyn	Corona	Land	12,196	$89,000
4	9653 Canal Rd	Riverside	Land	1,894,860	$97,875
5	Liberty Ave/Corona St	Corona	Land	22,215	$98,500
6	0 Cook Ave	Riverside	Land	226,947	$99,000
7	00 Bradley St	Riverside	Land	108,900	$100,000
8	0 Granite Hill	Riverside	Land	20,037	$110,000
9	6236 River Crest Dr	Riverside	Industrial	2,500	$120,000
10	551 Cota St	Corona	Land	10,890	$125,000
11	1060 6th St	Norco	Office	9,583	$139,900
12	5400 Mission	Riverside	Land	17,859	$140,000
13	10228 Clara Vista Ln	Riverside	Land	17,859	$145,000
14	14th St	Riverside	Land		$149,900
15	0 2 Bunch Palms	Desert Hot Springs	Land	46,609	$149,000
16	9493 Garfield St	Riverside	Office	2,200	$150,000
17	8891 Mission Blvd	Riverside	Industrial	900	$150,000
18	1485 Spruce St	Riverside	Office	1,584	$159,900
19	7030 Arlington Ave	Riverside	Office	1,400	$185,000
20	3698 Rubidoux	Rubidoux	Retail	1,600	$189,900
21	1405 Spruce St	Riverside	Office	2,400	$199,500
22	1070 Northgate	Riverside	Industrial	2,832	$212,400
23	1070 Northgate	Riverside	Industrial	2,864	$214,800
24	7635 Evans St	Riverside	Industrial	484	$225,000
25	4234 Riverwalk Pkwy	Riverside	Office	1,260	$226,800
26	4107 Mission Inn Ave	Riverside	Office	2,048	$235,000
27	6177 Brockton Ave	Riverside	Office	1,404	$239,900
28	832 W 6th St	Corona	Office	980	$259,900
29	S. Promenade/6th St	Corona	Land	37,461	$260,000
30	10040 Arlington	Riverside	Retail	6,000	$280,000
31	4234 Riverwalk Pkwy	Riverside	Office	1,349	$283,290
32	4234 Riverwalk Pkwy	Riverside	Office	1,423	$298,830
33	487 S Corona Mall	Corona	Office	1,275	$299,000
34	San Sevaine Way	Riverside	Land	37,897	$299,000
35	3865 Jurupa Ave	Riverside	Office	1,800	$299,900
36	Cleveland/Jefferson	Riverside	Land	16,988	$325,000
37	4228 Avon	Glen Avon	Office	700	$330,000
38	4234 Riverwalk Pkwy	Riverside	Office	1,757	$333,830
39	3669 Van Buren Blvd	Riverside	Office	780	$344,900
40	4234 Riverwalk Pkwy	Riverside	Office	1,777	$346,515
41	4050 Brockton Ave	Riverside	Office	6,000	$350,000
42	3000 Date St	Riverside	Industrial	5,000	$359,000
43	6374 Jurupa	Riverside	Office	2,797	$359,900
44	4234 Riverwalk Pkwy	Riverside	Office	1,847	$360,165
45	1911 Spruce St	Riverside	Land	50,094	$375,000
46	770 Magnolia Ave	Riverside	Office	1,800	$380,000
47	770 Magnolia Ave	Riverside	Office	1,593	$380,000
48	6685 View Park Ct	Riverside	Office	6,000	$395,000
49	5920 Jasmine St	Riverside	Office	1,400	$395,000
50	7180 Mission Blvd	Riverside	Land	43,560	$395,000
51	12785 Magnolia Ave	Corona	Industrial	3,764	$395,220
52	9286 Indiana Ave	Riverside	Land	65,340	$398,000
53	7050 Indiana	Riverside	Land	21,344	$399,000
54	4234 Riverwalk Pkwy	Riverside	Office	1,875	$403,125
55	1810 Fullerton Ave	Corona	Office	1,088	$420,000
56	9041 Magnolia Ave	Riverside	Office	1,850	$425,000
57	5527 28th St	Riverside	Industrial	1,300	$425,000
58	321 E Grand	Corona	Office	4,256	$439,000
59	4234 Riverwalk Pkwy	Riverside	Office	2,425	$448,625
60	9231 51st St	Riverside	Retail	2,748	$448,650
61	Dallas Ave	Riverside	Land	208,652	$450,000
62	Dallas Ave	Riverside	Land	208,652	$450,000
63	4055 Riverview Dr	Riverside	Retail	2,000	$450,000
64	Mission & Vernon	Riverside	Land	72,745	$450,000
65	21705 Temescal Cyn	Corona	Specialty	1,641	$450,000
66	16400 Mockingbird Cyn	Riverside	Land	183,387	$458,469
67	6411 Pedley Rd	Riverside	Retail	3,400	$460,000
68	El Rivino Rd / Hall Ave	Riverside	Land	209,959	$499,000

Available Commercial Properties for Sale – July 2011					
No.	**Address**	**City**	**Use**	**Sq Ft**	**Price**
69	4135 Market St	Riverside	Retail	6,219	$500,000
70	1230 Dodson Way	Riverside	Industrial	4,850	$509,250
71	770 Magnolia	Corona	Office	1,857	$510,675
72	8372 Cypress Ave	Riverside	Retail	4,500	$515,000
73	1399 Parkridge Ave	Norco	Land	65,340	$525,000
74	4234 Riverwalk Pkwy	Riverside	Office	2,648	$529,600
75	9423 Magnolia Ave	Riverside	Office	5,768	$545,000
76	12785 Magnolia Ave	Corona	Industrial	5,221	$548,205
77	4900 Arlington	Riverside	Office	1,757	$549,000
78	4393 N Tyler St	Riverside	Office	6,800	$549,999
79	3657 Van Buren Blvd	Riverside	Office	1,200	$550,000
80	2818 Harrison St	Riverside	Land	283,140	$575,000
81	1209 W 6th St	Corona	Office	2,000	$575,000
82	1303 W 6th St	Corona	Office	9,350	$575,000
83	10055 Bellegrave	Riverside	Industrial	7,200	$599,000
84	3969 Sierra	Norco	Office	1,600	$599,900
85	6939 Palm Court	Riverside	Land	50,965	$600,000
86	193 N Orange St	Riverside	Land	56,192	$600,000
87	Limonite Ave/Pedley Rd	Riverside	Land	47,044	$600,000
88	518 Queensland Cr	Corona	Office	4,003	$600,450
89	1695 & 1703 Mountain	Norco	Land	87,120	$609,840
90	525 Queensland Cr	Corona	Office	4,067	$610,050
91	0 Highridge St	Riverside	Land	196,020	$620,000
92	1021 S. Main St	Corona	Office	5,350	$625,000
93	1935 Chicago Ave	Riverside	Office	3,856	$694,080
94	1935 Chicago Ave	Riverside	Office	3,769	$640,730
95	12785 Magnolia Ave	Corona	Industrial	6,126	$643,230
96	3772 Roosevelt St	Riverside	Office	4,000	$645,000
97	11810 Pierce St	Riverside	Office	4,300	$645,000
98	9300 Jurupa Rd	Mira Loma	Land	43,124	$650,000
99	17834 Nandina Ave	Riverside	Land	217,800	$650,000
100	0 Highridge St	Riverside	Land	197,762	$650,000
101	Center St	Riverside	Land	115,434	$650,000
102	9625 Rudicill St	Riverside	Industrial	14,500	$650,000
103	6240 Jurupa Ave	Riverside	Land	27,878	$650,000
104	6141 Box Springs Blvd	Riverside	Office	6,500	$660,000
105	3141 9th St	Riverside	Industrial	26,849	$675,000
106	Pulsar Ct	Corona	Land	125,888	$675,000
107	1326 Citrus St	Riverside	Land	55,321	$675,000
108	11880 Magnolia Ave	Riverside	Land	30,927	$684,000
109	5510 28th St	Riverside	Land	199,504	$690,000
110	1115 W La Cadena Dr	Riverside	Land	21,344	$695,000
111	2180 Iowa	Riverside	Land	43,560	$697,000
112	507 Queensland Cr	Corona	Office	4,659	$698,850
113	Limonite Ave/Corey St	Riverside	Land	60,112	$699,000
114	7291 Indiana Ave	Riverside	Office	2,350	$699,900
115	11850 Pierce St	Riverside	Office	5,600	$710,000
116	5860 Central Ave	Riverside	Industrial	9,286	$738,237
117	12390 Doherty	Riverside	Industrial	9,000	$749,000
118	8559 Mission Blvd	Riverside	Industrial	10,412	$749,000
119	482 Corona Mall	Corona	Office	4,000	$750,000
120	7028 Indiana Ave	Riverside	Office	6,318	$750,000
121	7726 California Ave	Riverside	Retail	4,500	$750,000
122	250 Iowa Ave	Riverside	Retail	7,000	$750,000
123	5820 Central Ave	Riverside	Industrial	9,472	$753,024
124	1540 Linden St	Riverside	Industrial	11,346	$760,182
125	6702-6706 Magnolia	Riverside	Retail	1,300	$795,000
126	18806 Van Buren	Riverside	Retail	4,800	$798,500
127	1218 Spring St	Riverside	Industrial	6,500	$799,950
128	7178 Jurupa Rd	Riverside	Land	835,045	$799,999
129	1237 W 6th St	Corona	Retail	3,796	$800,000
130	3692 Sunnyside Dr	Riverside	Retail	4,000	$800,000
131	5820 Central Ave	Riverside	Industrial	10,102	$803,109
132	Myers St	Riverside	Land	54,014	$810,216
133	7199 Old 215 Rd	Riverside	Industrial	3,953	$830,130
134	6000 Arlington Ave	Riverside	Retail	6,000	$845,000
135	3rd St/Quarry St	Corona	Land	112,820	$846,153
136	6th St	Norco	Land	46,174	$849,999

Available Commercial Properties for Sale – July 2011					
No.	**Address**	**City**	**Use**	**Sq Ft**	**Price**
137	Van Buren/ Ridgeway	Riverside	Land	123,710	$849,000
138	Van Buren/Chicago	Riverside	Land	123,710	$850,000
139	6346 Brockton Ave	Riverside	Retail	5,000	$850,000
140	5820 Central Ave	Riverside	Industrial	10,852	$862,734
141	6452 Mission Blvd	Riverside	Land	85,377	$865,000
142	1717 3rd St	Riverside	Office	2,652	$870,000
143	4190 Chicago Ave	Riverside	Retail	9,576	$881,000
144	9535 Mission Blvd	Riverside	Land	138,956	$890,000
145	1632 Railroad St	Corona	Industrial	3,250	$895,000
146	3404 Arlington Ave	Riverside	Retail	3,400	$895,000
147	18720 Van Buren	Riverside	Retail	3,800	$899,000
148	6690 Brockton Ave	Riverside	Office	9,400	$899,000
149	5010 Pedley Rd	Riverside	Land	402,494	$900,000
150	3975 Tyler Ave	Riverside	Retail	1,500	$900,000
151	4230 Green River Rd	Corona	Office	6,542	$900,000
152	3770 Elizabeth St	Riverside	Retail	7,000	$900,000
153	1345 Quarry St	Corona	Land	43,560	$914,760
154	3746 Comer	Riverside	Retail	11,906	$925,000
155	14437 Meridian Pkwy	Riverside	Industrial	13,750	$949,000
156	1632 Railroad St	Corona	Industrial	3,250	$950,000
157	4336 Market St	Riverside	Office	5,000	$950,000
158	3888 Commerce	Riverside	Industrial	25,000	$950,000
159	350 Stephens St	Riverside	Retail	1,500	$975,000
160	1810 Fullerton Ave	Corona	Office	2,576	$975,000
161	9545 Bellegrave Ave	Riverside	Industrial	10,400	$975,000
162	521 Princeland Ct	Corona	Industrial	8,081	$985,882
163	19965 Temescal Cyn	Corona	Industrial	3,552	$990,000
164	2313 Hall St	Riverside	Industrial	7,500	$995,000
165	10800 Hole Ave	Riverside	Office	12,000	$997,500
166	1492 W 6th St	Corona	Office	5,700	$1,000,000
167	491, 453, 445 6th St	Norco	Retail	4,500	$1,000,000
168	3610 Park Sierra	Riverside	Retail	9,200	$1,000,000
169	Wood & Lurin Ave	Riverside	Land	871,200	$1,000,000
170	3667 Placentia Ln	Riverside	Land	261,360	$1,000,000
171	1308-1338 6th St	Norco	Land	89,298	$1,000,595
172	692 Parkridge Ave	Norco	Industrial	8,011	$1,001,375
173	684 Parkridge Ave	Norco	Industrial	8,089	$1,011,125
174	682 Parkridge Ave	Norco	Industrial	8,089	$1,011,125
175	3333 Central Ave	Riverside	Office	7,036	$1,025,000
176	387 W La Cadena Dr	Riverside	Industrial	6,440	$1,025,000
177	7197 Old 215 Rd	Riverside	Industrial	4,894	$1,027,740
178	320 Bonnie Cr	Corona	Office	6,900	$1,035,000
179	7167 Old 215 Rd	Riverside	Industrial	4,932	$1,035,720
180	2187 Compton	Corona	Land	43,560	$1,089,000
181	3743 Jefferson St	Riverside	Land	69,696	$1,099,999
182	2809-2889 Orange St	Riverside	Land	65,340	$1,100,000
183	1237 W 6th St	Corona	Retail	3,000	$1,100,000
184	6210 Industrial Ave	Riverside	Industrial	14,699	$1,100,000
185	5695 Glenhaven	Riverside	Land	229,561	$1,150,000
186	139 Radio Rd	Corona	Industrial	11,086	$1,165,000
187	9196 Stellar Ct	Corona	Industrial	10,560	$1,182,720
188	2780 Rubidoux Blvd	Riverside	Land	160,300	$1,200,000
189	18000 Van Buren Blvd	Riverside	Land	121,397	$1,200,000
190	12893 Temescal Cyn	Corona	Land	135,036	$1,200,000
191	13345 Estelle St	Corona	Industrial	10,944	$1,203,840
192	3050 Myers St	Riverside	Industrial	16,074	$1,245,735
193	3996 Hamner Ave	Norco	Land	14,374	$1,250,000
194	3999 Hamner Ave	Norco	Land	37,026	$1,250,000
195	Dominion Ave	Riverside	Land	163,350	$1,250,000
196	60 Fwy / Pedley Rd	Riverside	Land	546,678	$1,300,000
197	9407 Magnolia Ave	Riverside	Retail	2,500	$1,300,000
198	2018 2nd St	Norco	Industrial	11,008	$1,309,952
199	141 Enterprise Ct	Corona	Industrial	11,026	$1,356,198
200	Sycamore Cyn Blvd	Riverside	Land	107,593	$1,398,709
201	3404 Niki Way	Riverside	Industrial	14,552	$1,411,544
202	9169 Pulsar Ct	Corona	Industrial	11,352	$1,419,000
203	12370 Doherty St	Riverside	Industrial	12,000	$1,428,000
204	5786 Mission Blvd	Riverside	Retail	3,300	$1,450,000

Available Commercial Properties for Sale – July 2011					
No.	**Address**	**City**	**Use**	**Sq Ft**	**Price**
205	4350 La Sierra	Riverside	Land	163,786	$1,450,000
206	549 Queensland Cr	Corona	Office	9,800	$1,470,000
207	3030 Myers St	Riverside	Industrial	21,126	$1,473,538
208	6020 20th St	Riverside	Land	141,570	$1,486,485
209	232 E Grand Blvd	Corona	Office	7,415	$1,500,000
210	7715, 7725, 7735 Indiana	Riverside	Land	29,620	$1,500,000
211	1893 Brown Ave	Riverside	Industrial	2,000	$1,500,000
212	10567 Orange Grove	Riverside	Land	130,680	$1,500,000
213	7500 Hellman	Corona	Land	140,263	$1,541,458
214	12785 Magnolia Ave	Corona	Industrial	15,111	$1,548,878
215	24020 Lawson Rd	Corona	Retail	75,359	$1,582,535
216	3404 Niki Way	Riverside	Industrial	14,552	$1,586,168
217	255 Glider Cr	Corona	Industrial	17,727	$1,595,253
218	5330 Mission	Riverside	Land	46,609	$1,500,000
219	Marlborough / Rustin	Riverside	Land	206,474	$1,599,000
220	6570 Magnolia Ave	Riverside	Retail	9,964	$1,600,000
221	2552 Hamner Ave	Norco	Retail		$1,600,000
222	2518 Hamner Ave	Norco	Land	39,639	$1,600,000
223	5820 Central Ave	Riverside	Industrial	20,324	$1,615,758
224	255 Glider Cr	Corona	Industrial	17,727	$1,595,253
225	Marlborough / Rustin	Riverside	Land	206,474	$1,599,000
226	6570 Magnolia Ave	Riverside	Retail	9,964	$1,600,000
227	2552 Hamner Ave	Norco	Retail		$1,600,000
228	2518 Hamner Ave	Norco	Land	39,639	$1,600,000
229	5820 Central Ave	Riverside	Industrial	20,324	$1,615,758
230	Rudicill St	Riverside	Land	108,464	$1,626,966
231	1350 Citrus St	Riverside	Industrial	24,940	$1,658,510
232	531 Queensland Cr	Corona	Office	7,061	$1,659,335
233	7121 Magnolia Ave	Riverside	Office	7,500	$1,690,000
234	2693 Rubidoux Blvd	Riverside	Industrial	8,750	$1,700,000
235	Fourth St & Hamner	Norco	Land	106,722	$1,707,552
236	9145 Pulsar Ct	Corona	Industrial	11,352	$1,759,560
237	9169 Pulsar Ct	Corona	Industrial	11,352	$1,759,560
238	9163 Pulsar Ct	Corona	Industrial	11,352	$1,759,560
239	9121 Pulsar Ct	Corona	Industrial	11,352	$1,759,560
240	950 El Sobrante Rd	Corona	Industrial	20,000	$1,795,000
241	5900 Sycamore Cyn	Riverside	Retail	89,999	$1,800,000
242	2800-2810 Rubidoux	Riverside	Industrial	16,310	$1,800,000
243	2876 Main St	Riverside	Land	65,340	$1,800,000
244	1866 W 6th St	Corona	Land	87,120	$1,800,000
245	255 N Lincoln Ave	Corona	Office	12,900	$1,806,000
246	3071 Rubidoux Blvd	Riverside	Retail	1,500	$1,850,000
247	Knabe Rd & Bedford	Corona	Land	108,900	$1,875,000
248	2929 Kansas Ave	Riverside	Industrial	32,633	$1,892,714
249	1325 Hamner Ave	Norco	Retail	2,455	$1,892,714
250	2951 Doherty St	Corona	Industrial	25,000	$1,900,000
251	11820 Pierce St	Riverside	Office	13,157	$1,907,765
252	9185 Magnolia	Riverside	Retail	32,584	$1,950,000
253	21709 Retreat Pkwy	Corona	Land	600,256	$1,950,000
254	1550 University Ave	Riverside	Land	47,044	$1,950,000
255	3850 Wallace St	Riverside	Special Purpose	7,500	$1,989,000
256	241 Corporate Terrace	Corona	Industrial	17,373	$1,997,895
257	8423 Indiana Ave	Riverside	Retail	8,215	$2,000,000
258	Hamner	Norco	Land	94,960	$2,000,000
259	Lakepointe Dr.	Riverside	Land	4,356,000	$2,000,000
260	13375 Estelle St	Corona	Industrial	23,040	$2,050,560
261	2440 Railroad St	Corona	Industrial	21,991	$2,089,145
262	3070 Myers St	Riverside	Industrial	30,064	$2,096,964
263	458 Alcoa Cr	Corona	Industrial	21,247	$2,103,453
264	4300 Latham St	Riverside	Office	12,481	$2,150,000
265	5804 Mission Blvd	Riverside	Retail	3,090	$2,150,000
266	1353 Old Temescal	Corona	Office	9,487	$2,182,010
267	5750 Division St	Riverside	Office	24,328	$2,190,000
268	12101 Madera Way	Riverside	Industrial	26,737	$2,192,434
269	3870 Garner Rd	Riverside	Industrial	22,393	$2,239,300
270	3050 Myers St	Riverside	Industrial	30,933	$2,242,642
271	Rubidoux & 26th St	Riverside	Land	280,962	$2,247,696

Available Commercial Properties for Sale – July 2011					
No.	**Address**	**City**	**Use**	**Sq Ft**	**Price**
272	4181 Latham St	Riverside	Industrial	27,720	$2,273,040
273	680 Main St	Riverside	Industrial	21,911	$2,278,744
274	6030 Sycamore Cyn	Riverside	Land	177,724	$2,310,422
275	1106 W 6th St	Corona	Retail	7,109	$2,330,000
276	6267 Palm Ave	Riverside	Land	129,808	$2,380,000
277	1690 Delilah St	Corona	Industrial	28,175	$2,394,875
278	Hamner Ave/Acre St	Norco	Land	87,120	$2,400,000
279	4850 Felspar St	Riverside	Industrial	44,000	$2,400,000
280	6261 Box Springs Blvd	Riverside	Industrial	53,580	$2,411,100
281	1391 Dodson Way	Riverside	Industrial	27,298	$2,456,820
282	4622 Plaza Ln	Riverside	Land	324,086	$2,480,000
283	3345 Madison	Riverside	Office	1,775	$2,500,000
284	1551 E. Ontario Ave	Corona	Retail	8,175	$2,500,000
285	1535 E. Ontario Ave	Corona	Retail	8,112	$2,500,000
286	0 Hamner St	Norco	Land	94,961	$2,500,000
287	4991 Riverview	Riverside	Land	847,678	$2,500,000
288	1155 W La Cadena	Riverside	Land	88,862	$2,500,000
289	4991 Riverview	Riverside	Land	845,935	$2,500,000
290	Sierra Ave	Riverside	Land	108,900	$2,500,000
291	4059 Flat Rock Dr	Riverside	Industrial	28,750	$2,501,250
292	416 W 6th St	Corona	Retail	11,726	$2,580,000
293	1148 California St	Corona	Industrial	17,840	$2,586,000
294	4620 Pine	Riverside	Office	19,500	$2,900,000
295	2646 Alessandro	Riverside	Retail	9,000	$3,750,000

3.5 Utilities/Emergency Services

3.5.1 Affected Environment

This section is based on a review of the existing utility and emergency service providers and facilities in the study area and the *Project Report* (September 2011), *SR-91 CIP Express Lanes-Toll System Description Report* (April 2009), and the December 2010 CIA.

The study area for utilities and emergency service providers is the general project study area shown earlier on Figure 1-2.

3.5.1.1 Utilities

The following service providers have utility facilities that either cross the project segments of or are within the State right-of-way for SR-91 in the study area:

- SCG (underground natural gas lines)
- SCE (underground and overhead electric lines)
- SCE electric substation south of SR-91 and west of South Sherman Avenue in the City of Corona; 33-kilovolt (kV) distribution voltage is stepped down (i.e., reduced) to 12 kV distribution voltage at this station; and combined 66 kV and 12 kV SCE overhead electrical lines cross SR-91 at South Sherman Avenue and along the west side of Lincoln Avenue in the City of Corona
- City of Corona (underground potable water and sanitary sewer lines)
- AT&T/Pacific Bell (underground and overhead telephone lines)
- Comcast Cable (cable television)
- Sprint (underground and overhead telephone lines)
- Time Warner Cable (cable television)
- Questar (Four Corners Pipe Line Company) (underground oil lines)
- Level 3 Communications (telemeter cable lines)
- Temescal Valley Regional Interceptor (underground sanitary sewer line)
- City of Riverside (underground potable water)
- Santa Ana Watershed Project Authority (underground sanitary sewer)
- Western Riverside Regional Wastewater (underground sanitary sewer)
- Metropolitan Water District of Southern California (underground potable water pipelines)

There are no utility facilities within the State right-of-way for I-15 that would be affected by the project.

3.5.1.2 Law Enforcement Services

Law enforcement services in the project study area are provided by the Cities of Anaheim, Brea (for the City of Yorba Linda), Corona, and Riverside Police Departments. The Orange County Sheriff's Department (OCSD) provides law enforcement services for unincorporated areas in Orange County. The Riverside County Sheriff's Department (RCSD) provides law enforcement services for the City of Norco and unincorporated areas in Riverside County. The police and sheriff's stations near the project study area are listed in Table 3.5.1.

Table 3.5.1 Police and Sheriff's Stations in the Study Area

Police Department	Service Area	Station and Address
Anaheim Police Department	City of Anaheim	East District Station 8201 East Santa Ana Canyon Road Anaheim, CA 92808
Orange County Sheriff's Department	Unincorporated areas in Orange County	North Patrol Station 550 North Flower Street Santa Ana, CA 92703
Brea Police Department	City of Yorba Linda	1 Civic Center Circle Brea, CA 92821
Corona Police Department	City of Corona	849 West Sixth Street Corona, CA 92882
Riverside County Sheriff's Department	City of Norco and unincorporated areas in Riverside County	Riverside County Sheriff's Department 2870 Clark Avenue Norco, CA 92860
Riverside Police Department	City of Riverside	10540 Magnolia Avenue Riverside CA 92505

Source: *Community Impact Assessment* (December 2010).

California Highway Patrol

The project segments of SR-91 and I-15 are in the jurisdictions of the CHP Border and Inland Divisions. The west part of the study area is served by CHP Santa Ana Area Office No. 675 at 2031 East Santa Clara Avenue in Santa Ana, and the east, north, and south parts of the study area are served by CHP Riverside Area Office No. 840 at 8118 Lincoln Avenue in Riverside.

There are existing CHP enforcement refuge areas in the median (i.e., center) of SR-91 in the study area in both Orange and Riverside Counties. A refuge area is a space in the median where vehicles can safely stop outside travel lanes in response to law enforcement directions or in the event a vehicle must leave the travel lanes. In Orange County, there are two median refuge areas, one eastbound and one westbound on

SR-91, east of the Gypsum Canyon undercrossing at Post Mile (PM) ORA-91-17.0 and PM ORA-91-18.0. In Riverside County, there are two median refuge areas, one eastbound and one westbound on SR-91 at PM RIV-91-3.4 and PM RIV-91-9.7, respectively.

The CHP and emergency services providers currently use the Coal Canyon crossing of SR-91 for emergency access across and to SR-91. This crossing is not available for any public access.

3.5.1.3 Fire Protection and Emergency Medical Services

Fire protection and emergency medical services in the project study area are provided by the Cities of Anaheim, Corona, Norco, and Riverside Fire Departments. The Orange County Fire Authority (OCFA) provides fire and emergency medical services for the City of Yorba Linda and the unincorporated areas in Orange County. The Riverside County Fire Department (RCFD) provides fire and emergency medical services for unincorporated areas in Riverside County. The City of Norco provides fire and emergency medical services in Norco. The fire stations in the study area are listed in Table 3.5.2.

The California Department of Forestry and Fire Protection (CAL FIRE) is an emergency response and resource protection department. CAL FIRE protects people, property, and natural resources from fire, responds to emergencies of all types, and protects and preserves timberlands, wildlands, and urban forests. The CAL FIRE Southern Region Riverside Unit provides services in the study area from local fire stations. CAL FIRE has a Cooperative Fire Protection Agreement with Riverside County and a Wildland Fire Protection Agreement with the City of Anaheim. Riverside County fire stations that also provide CAL FIRE services in the study area are listed in Table 3.5.2.

Emergency service providers access areas north and south of SR-91 and east and west of I-15 in the study area via local arterial and secondary roads at their crossings of these freeways.

3.5.1.4 Emergency Medical Facilities

Table 3.5.3 summarizes the hospital and medical centers in the study area.

Table 3.5.2 Local Fire Stations in the Study Area

Fire Department and Service Area	Station Number and Address	
Anaheim Fire Department, City of Anaheim	East District Weir Canyon Station 10 8270 East Monte Vista Anaheim, CA 92808	
Orange County Fire Authority, City of Yorba Linda	Station 32 20990 Yorba Linda Boulevard Yorba Linda, CA 92887	Station 53 25415 La Palma Avenue Yorba Linda, CA 92887
Corona Fire Department, City of Corona	Station 1 540 Magnolia Avenue Corona, CA 92879 Station 2 225 East Harrison Street Corona, CA 92879 Station 3 790 South Smith Street Corona, CA 92882	Station 4 915 North McKinley Street Corona, CA 92879 Station 5 1200 Canyon Crest Corona, CA 92882 Temescal Public Safety Facility Station 7 3777 Bedford Canyon Corona, CA 92883
Norco Fire Department, City of Norco	Station 21 3367 Corydon Avenue Norco, CA 92860	Station 22 3902 Hillside Avenue Norco, CA 92860
Riverside Fire Department, City of Riverside	Station 3 (Magnolia Center) 6395 Riverside Avenue Riverside, CA 92506 Station 5 (Airport) 5883 Arlington Avenue Riverside, CA 92504	Station 12 (La Sierra South) 10692 Indiana Avenue Riverside, CA 92503
Riverside County Fire Department and CAL FIRE stations, in unincorporated Riverside County	Station 13 Home Gardens (CAL FIRE) 3777 South Neece Street Corona, CA 92879 Northwest Division Station 13 3770 Blair Street Corona, CA 92879	Station 14 Corona (CAL FIRE) 1511 Hamner Avenue Norco, CA 92860 Station 15 El Cerrito (CAL FIRE) 20320 Temescal Canyon Road Corona, CA 92881

Sources: *Community Impact Assessment* (December 2010) and www.fire.ca.gov, accessed August 2009.
CAL FIRE = California Department of Forestry and Fire Protection

Table 3.5.3 Hospitals and Medical Facilities in the Study Area

Hospitals and Medical Facilities	Service Area	Address
Kaiser Foundation Hospital	City of Anaheim	441 North Lakeview Avenue Anaheim, CA 92807
Placentia-Linda Hospital	Cities of Placentia and Yorba Linda	1301 North Rose Drive Placentia, CA 92870
Corona Regional Medical Center	City of Corona	800 South Main Street Corona, CA 92882
Corona Regional Medical Center Rehabilitation Hospital	Cities of Corona and Norco, and unincorporated areas in Riverside County	730 Magnolia Avenue Corona, CA 92879
Kaiser Permanente Riverside Medical Center	City of Riverside and unincorporated areas in Riverside County	10800 Magnolia Avenue Riverside, CA 92505

Source: Riverside County Transportation Commission (2010).

3.5.2 Environmental Consequences

3.5.2.1 Summary of Impacts

Alternative 1 and all its design variations and Alternative 2 with design variations 2a, 2b, 2e, and 2f would not result in permanent adverse impacts related to utilities and emergency service providers. Alternative 2 with design variations 2c, 2d, 2g, and 2h would result in the acquisition of the property occupied by the SCE substation and permanent relocation of the SCE substation, but would not adversely affect the long-term operations of that substation.

Both Alternatives 1 and 2 and all their design variations include additional CHP enforcement areas on SR-91.

Alternatives 1 and 2 and their design variations would result in no long-term change in the configuration of the Coal Canyon crossing of SR-91 or the ability of the CHP and emergency services providers to use that crossing.

During construction, both Alternatives 1 and 2 and all their design variations would result in the relocation, removal, or protection in-place of the following:

- 24 SCG natural gas lines (includes 5 high-risk lines)
- 30 SCE overhead and underground electric lines
- 1 private electric line
- 2 water wells in Corona
- 25 potable water lines in Corona and 6 in Riverside
- 1 reclaimed water line in Corona
- 20 sanitary sewer lines in Corona
- 13 AT&T underground and overhead telephone lines
- 6 Time Warner and 2 Comcast cable television cables
- Level 3 Communications ducts
- 3 high-risk Questar oil pipelines
- 2 Metropolitan Water District of Southern California water pipelines

Alternative 2 and all its design variations would result in the following additional affected utilities during construction:

- 4 SCG natural gas lines (includes 2 high-risk lines)
- 4 SCE overhead and underground electric lines (includes 1 high-risk line)
- 1 potable water line in Corona

- 1 sanitary sewer line in Corona
- 2 AT&T underground and overhead telephone lines
- 1 Comcast cable television cable

Alternative 1 with design variations 1a, 1b, 1c, and 1d, and Alternative 2 with design variations 2a, 2b, 2e, and 2f would require the use of 0.018 ac of land from the SCE property for use as a TCE during construction.

Alternative 2 with design variations 2c, 2d, 2g, and 2h could result in temporary service disruptions during the relocation of the SCE substation.

Appendix J, Utility Relocations, provides detailed information on the utility relocation and/or encasement effects on individual utility facilities by the Initial Phases and Ultimate Projects for Alternatives 1 and 2 and their design variations. For example, Appendix J includes information on utility effects of the Initial Phase and Ultimate Project for Alternative 2f.

During construction of both Alternatives 1 and 2 and their design variations, the ability of emergency service providers to meet response times could be impaired as a result of temporary traffic delays, road, lane, and/or ramp closures, or detours. Alternatives 1 and 2 and their design variations would require construction at the Coal Canyon crossing of SR-91. Project construction activities at that crossing could potentially delay or affect the ability of the CHP and emergency services providers to use the crossing.

The Build Alternatives do not include the construction of any residential or nonresidential uses and were determined not to influence growth. Therefore, Alternatives 1 and 2 and their design variations (including Alternative 2f) would not increase the population or increase the demand for public services or utilities in the study area in the long term.

Summary of Impacts for Alternative 2f

Alternative 2f has been identified as the Preferred Alternative. The Initial Phase and Ultimate Project under Alternative 2f would not result in permanent adverse impacts related to utilities and emergency services providers. Impacts related to the relocation, removal, or protection in-place of utilities in the Initial Phase and Ultimate Project of Alternative 2f are the same as described above for Alternative 2 with design variation f.

Alternative 2f would require the use of 0.018 ac of land from the SCE property for use as a TCE during construction.

During construction of the Initial Phase and Ultimate Project under Alternative 2f, the ability of emergency services providers to meet response times could be impaired as a result of temporary traffic delays, road, lane, and/or ramp closures or detours. Construction of the Initial Phase and Ultimate Project under Alternative 2f at the Coal Canyon crossing of SR-91 could potentially delay or affect the ability of the CHP and emergency services providers to use the crossing. At the completion of construction of the Initial Phase and Ultimate Project under Alternative 2f, the CHP and emergency services providers would be able to use the Coal Canyon crossing of SR-91 just as they do under existing conditions.

The Initial Phase and Ultimate Project for Alternative 2f will provide additional CHP enforcement areas on SR-91. The express lane configuration under Alternative 2f would include a continuous 10 ft wide median shoulder that would provide emergency refuge.

During construction of the Initial Phase and Ultimate Project under Alternative 2f, there is a potential for fires associated with operating construction equipment, vehicles, and the presence of construction personnel in construction areas.

3.5.2.2 Permanent Impacts

Utilities

There would be no construction outside the State right-of-way along I-15 under both Alternatives 1 and 2. Therefore, both Alternatives 1 and 2 and all their design variations, including Alternative 2f, would not result in permanent impacts to utilities along the project segment of I-15.

Alternative 1

Along SR-91, on completion of construction, including any project-related utility relocations, removals, and protection in-place, no permanent impacts to utility providers and facilities would occur under Alternative 1 and its design variations.

Alternative 2

The existing SCE electric substation located south of SR-91 and west of South Sherman Avenue in the City of Corona would be permanently relocated under the Initial Phase of Alternative 2 with design variations 2c, 2d, 2g, and 2h. The Initial Phase of Alternative 2 with these design variations would create a conflict with the

substation operations and, as a result, would require relocation of the substation facilities. The substation would be permanently relocated to a vacant site west of and adjoining the existing substation property. That site is within the environmental footprint evaluated for Alternative 2 with the four noted design variations. A BMP water quality basin, described in Chapter 2, Project Alternatives, would be constructed on this vacant parcel. There appears to be enough space to accommodate both the BMP water quality basin and the relocated substation, if necessary. The substation relocation would require placement of new transformers, steel racks, and switch gear on the new substation site. In addition, minor modifications of the existing overhead electric conductors would be required on the east edge of the existing substation site along South Sherman Avenue.

No impacts to the substation are expected as a result of the relocation, and the relocated substation is expected to operate essentially the same as the existing substation. The physical relocation of the substation and the preparation and processing of any needed environmental documentation for that relocation are within the purview of SCE only and would not be within the purview of either the RCTC or the Department to assess or implement. As a result, the assessment in this section acknowledges that Alternative 2 with design variation 2c, 2d, 2g, or 2h would require the relocation of the substation and further acknowledges potential service disruption impacts during that relocation, but any further analysis of and identification of mitigation for adverse effects would be addressed by SCE in its independent environmental documentation for the relocation. Refer also to Measure HW-17 in Section 3.13.4, Avoidance, Minimization, and/or Mitigation Measures, which indicates RCTC would coordinate with SCE to request that SCE prepare environmental documentation for the relocation of the substation if Alternative 2 with design variation 2c, 2d, 2g, or 2h is selected for implementation.

Construction of the relocated substation would not affect any schools, parks or residential uses because the relocation site is a vacant site just west of the existing substation, and no sensitive uses are located near that site.

Once the relocation of the substation is completed, no additional permanent impacts to this facility would occur under Alternative 2 with design variations 2c, 2d, 2g, and 2h.

Along SR-91, on completion of construction, including any project-related utility relocations, removals, and protection in-place, no permanent impacts to utility

providers and facilities would occur under Alternative 2 and its design variations (including Alternative 2f) other than the permanent relocation of the SCE substation described above.

No Build Alternative

The No Build Alternative does not propose any improvements and, therefore, would not result in any permanent impacts to utility facilities.

Law Enforcement, Fire, and Emergency Medical Services

Alternative 1

Alternative 1 and its design variations would improve traffic throughput and travel times, and reduce delays for travelers on the project segments of SR-91 and I-15. These improvements would have beneficial effects for law enforcement, fire protection, and emergency service providers because Alternative 1 and its design variations may improve response times for emergency services using the project segments of SR-91 and I-15. In addition, emergency service providers would be able to use the HOV lanes in Alternative 1 when the other travel lanes are experiencing heavy traffic volumes and slow travel speeds.

Alternative 1 and its design variations include additional CHP enforcement areas at the new ramp meter installations on SR-91. The existing westbound median refuge area on SR-91 from approximately PM 17.3 to 17.9 would remain under Alternative 1. The existing CHP median refuge areas listed earlier in Section 3.5.1.2 would also remain under Alternative 1.

At the completion of construction of Alternative 1 and its design variations, the CHP and emergency services providers would be able to use the Coal Canyon crossing of SR-91 just as they do under existing conditions. There would be no long-term change in the configuration of the crossing or the ability of the CHP and emergency services providers to use that crossing.

Alternative 2

The beneficial effects on emergency services under Alternative 2 and its design variations, including Alternative 2f, would be the same as under Alternative 1. In addition, emergency service providers would be able to use the express lanes in Alternative 2 when the other travel lanes are experiencing heavy traffic volumes and slow travel speeds. The existing median refuge areas for CHP enforcement would be reconfigured under Alternative 2, and additional enforcement areas would be

provided on both sides of SR-91 in Orange County at PM ORA-91-17.5 and in Riverside County at PM RIV-91-6.8.

The new express lane configuration under Alternative 2 and its design variations, including Alternative 2f, would include a continuous 10 ft wide median shoulder that would provide emergency refuge. Currently, there is little to no median shoulder in many locations along SR-91. In addition, parking areas constructed adjacent to the toll portals under Alternative 2 and its design variations, including Alternative 2f, may also be used as CHP enforcement areas.

At the completion of construction of Alternative 2 and its design variations (including Alternative 2f), the CHP and emergency services providers would be able to use the Coal Canyon crossing of SR-91 just as they do under existing conditions. There would be no long-term change in the configuration of the crossing or the ability of the CHP and emergency services providers to use that crossing.

No Build Alternative

The No Build Alternative does not propose any project improvements and, therefore, would not provide benefits to police, fire, and emergency services. Continued congestion on the project segments of SR-91 and I-15 under the No Build Alternative would potentially result in increased delays and increased response times for emergency service providers in the future.

3.5.2.3 Temporary Impacts

Utilities

There would be no construction outside the State right-of-way along I-15 under both Alternatives 1 and 2, including Alternative 2f. Therefore, both Alternatives 1 and 2 and all their design variations (including Alternative 2f) would not result in temporary impacts to utilities along the project segment of I-15.

California Public Utilities Commission (CPUC) General Order 131-D addresses the special permitting and environmental review requirements for major relocations of privately owned (CPUC-regulated) power lines and substations at voltages in excess of 50 kV. Relocations of power lines operating at and above 50 kV must be reviewed under CEQA at both the project planning phase and at the relocation plan approval stage, in compliance with Section IX.B of the General Order. The Department and RCTC are complying with General Order 131-D by coordinating with the utility owners and the CPUC during this project planning phase and environmental review.

Appendix J, Utility Relocations, provides detailed information on the utility relocation and/or encasement effects on individual utility facilities by the Initial Phases and Ultimate Projects for Alternatives 1 and 2 and their design variations. For example, Appendix J includes information on utility effects of the Initial Phase and Ultimate Project for Alternative 2f.

Alternative 1

Impacts to utility facilities would occur within the State right-of-way for SR-91. Utility facility relocations, removals, and/or protection in-place would be necessary in areas where project construction would occur. As a result, utility services could be temporarily interrupted or facilities damaged. Table 3.5.4 summarizes the anticipated utility relocations, removals, and protection in-place that would occur under Alternatives 1 and 2 and their design variations. Table 3.5.4 also indicates whether the project effects would occur for the Initial Phases or Ultimate Projects under Alternatives 1 and 2. The decision on relocation, removal, or protection in-place would be made during final design in consultation with the owner of each affected utility.

As shown in Table 3.5.4, all the utility effects described in the table would occur under Alternatives 1 and 2 with the exception of a few effects that would occur in the Ultimate Projects but not in the Initial Phases of the Alternatives. Those exceptions are noted in Table 3.5.4. All utility relocations discussed here and shown in Table 3.5.4 would occur within the construction disturbance limits for Alternatives 1 and 2 and within the public right-of-way for SR-91.

The Department has mandatory standards and procedures for the placement and protection of underground utility facilities within State highway rights-of-way. Several of the utilities in Table 3.5.4 have been identified as “high risk” under the *Policy on High and Low Risk Underground Facilities within the Highway Rights-of-Way* (Caltrans *Right-of-Way Manual,* January 1997). This Policy provides for a safe environment for Department employees, construction contractors and workers, and the traveling public. The Policy states that facilities transporting the following, whether encased or not, are considered high-risk facilities:

- Petroleum products
- Oxygen
- Chlorine
- Toxic or flammable gases

Table 3.5.4 Utility Relocations, Removals, and Protection In-place under Both Alternatives 1 and 2

Utilities and Project Area	Initial Phase[1]	Ultimate Project[1]
Southern California Gas Company: Underground Gas Lines		
Relocate a 4-inch-diameter gas line along the realigned Green River Road, north of SR-91	●	
Bore, jack encasement and relocate a 3-inch-diameter gas line crossing SR-91 at Sta. 109+50	●	
Relocate a 6-inch-diameter gas line along Auto Center Drive (lowered profile)	●	
Relocate a 3-inch-diameter gas line along Maple Street, north of SR-91	●	
Extend casing and line of a 4-inch-diameter gas line crossing SR-91 at Sta. 237+50	●	
Relocate a 6-inch-diameter gas line along the realigned Pomona Road, north of SR-91	●	
Relocate 6-inch-diameter and 2-inch-diameter gas lines along the realigned Pomona Road north of SR-91 from Sta. 238+00 to 242+00	●	
Relocate a 2-inch-diameter gas line along the realigned Pomona Road north of SR-91 (west of Sherman Avenue)	●	
Extend casing on a 6-inch-diameter gas line crossing SR-91 at Sherman Avenue at Sta. 268+70 on each side of SR-91	●	
Relocate a 2-inch-diameter gas line along the realigned Pomona Road north of SR-91 (east of Sherman Avenue)	●	
Relocate a 2-inch-diameter gas line along the realigned Sofia Lane south of SR-91 west of Lincoln Avenue	●	
Relocate a 4-inch-diameter gas line along Buena Vista Avenue (lowered profile)	●	
Extend the casing and line of a 3-inch-diameter gas line along Vicentia Avenue, north and south of SR-91	●	
Relocate a 3-inch-diameter gas line along the realigned Second Street, south of SR-91 (east of Vicentia Avenue)	●	
Extend the casing and line of a 3-inch-diameter gas line south of SR-91 (northwest corner of Second Street and Grand Boulevard)	●	
Relocate a 4-inch-diameter gas line along the realigned West Frontage Road north of SR-91 (between School Street and Grand Boulevard)	●	
Extend the casing and line of a 4-inch-diameter gas line north and south of SR-91, for the crossing west of Belle Avenue	●	
Extend the casing and line of a 3-inch-diameter gas line north and south of SR-91, for the crossing east of Belle Avenue	●	
Extend the casing and line of a 2-inch-diameter gas line north and south of SR-91, for the crossing at Sta. 347+10	●	
Relocate a 2-inch-diameter gas line from Joy Street to the alley west of Joy Street due to the removal of Second Street south of SR-91	●	
Relocate an 8-inch-diameter gas line north of SR-91 from Sta. 351+00 to 352+70	●	
Relocate a 2-inch-diameter gas line along realigned Pearl Street, north of SR-91	●	
Relocate a Gas Regulation Station to a new location at the intersection of East Grand Boulevard and Pearl Street	●	
Relocate an 8-inch-diameter gas line along East Grand Boulevard (lowered profile)	●	
Southern California Edison: Underground and Overhead Electric Lines		
Relocate an overhead 12 kV distribution line along realigned Green River Road, north of SR-91	●	
Relocate overhead 12 kV distribution poles for the overhead line that crosses SR-91 at Sta. 23+30	●	
Relocate overhead 12 kV distribution poles and the underground system along Prado Road, north of SR-91	●	
Relocate an underground 12 kV distribution line along Auto Center Drive (lowered profile, requires an interim relocation)	●	
Relocate an overhead 12 kV distribution line crossing Auto Center Drive, south of SR-91	●	
Relocate an overhead 12 kV distribution line west of Via Josefa on the south side of SR-91	●	
Relocate an overhead 12 kV distribution system along Via Josefa on the south side of SR-91	●	
Relocate an overhead 12 kV distribution system crossing SR-91 at Sta. 215+50	●	
Relocate an overhead 12 kV distribution line along Maple Street, north of SR-91 at Sta. 222+00	●	
Relocate an underground 12 kV distribution line along Maple Street, north of SR-91 at Sta. 222+00	●	
Relocate an overhead 12 kV distribution line over the realigned Frontage Road, south of SR-91 and west of Paseo Grande Road	●	
Relocate an overhead 12 kV distribution line along realigned Pomona Road north of SR-91	●	

Table 3.5.4 Utility Relocations, Removals, and Protection In-place under Both Alternatives 1 and 2

Utilities and Project Area	Initial Phase[1]	Ultimate Project[1]
Relocate an overhead 12 kV distribution pole that crosses SR-91 at Sherman Avenue, on the north side of SR-91	●	
Relocate an overhead 66 kV, 12 kV and communication pole that crosses the north side of SR-91 at Sherman Avenue	●	
Relocate an overhead 66 kV, 12 kV and communication lines along the west side of Lincoln Avenue	●	
Relocate an overhead 12 kV distribution line over the realigned Sofia Lane, south of SR-91 (west of Lincoln Avenue)	●	
Relocate overhead and underground 12 kV distribution lines north of the realigned westbound off-ramp to Lincoln Avenue, north of SR-91	●	
Relocate an underground 12 kV distribution line along the new Frontage Road south of SR-91 (east of Lincoln Avenue–extension of West D Street)	●	
Relocate an overhead 12 kV distribution line along Vicentia Avenue, south of SR-91	●	
Place a new overhead 12 kV distribution pole at the northeast corner of School Street and West Frontage Road, north of SR-91	●	
In-line relocation of an overhead line north and south of SR-91 for crossing at Sta. 324+20	●	
Relocate two overhead 12 kV distribution poles and lines in the alley south of SR-91 for the system west of Belle Avenue	●	
Relocate an overhead 12 kV distribution line north of SR-91 from Sta. 328+00 to 332+00	●	
Reconnect a 1-inch-diameter underground line to signals along Main Street	●	
Extend the casing, and remove and replace the wire of an underground 12 kV distribution line north and south of SR-91 for the crossing at Sta. 341+50	●	
Relocate new poles of an overhead line for the crossing on SR-91 at Sta. 345+30	●	
Relocate a portion of an overhead line to accommodate the realignment of Pearl Street north of SR-91	●	
Relocate an overhead 12 kV distribution line with aerial and underground systems for crossing of SR-91 at Sta. 368+25	●	
Relocate an overhead 12 kV distribution line with aerial and underground systems for crossing of SR-91 at Sta. 368+25	●	
Relocate an underground 12 kV distribution line on the north side of SR-91, back of shopping center (west of McKinley Street) (this facility relocation does not occur in the Initial Phase)		●
Relocate a portion of an overhead 12 kV distribution line to accommodate realignment of the SR-91 westbound off-ramp to Pierce Street, south of SR-91 from Sta. 564+00 to 573+00 (this facility relocation does not occur in the Initial Phase)		●
Private Electric Line		
Relocate line within the motor home park	●	
City of Corona: Water Well		
Reconstruct Water Well No. 15 at Sta. 284+20	●	
Replace Water Well No. 24 at Sta. 332+00	●	
City of Corona: Potable Water (water suitable for human consumption) Lines		
Relocate a 12-inch-diameter PVC water line along the realigned Green River Road, north of SR-91	●	
Replace a 12-inch-diameter ACP water line with a new 14-inch-diameter line along Auto Center Drive lowered profile	●	
Relocate a 10-inch-diameter ACP water line along the realigned Frontage Road south of SR-91 from Sta. 193+00 to 215+00	●	
Relocate and extend casing of a 12-inch-diameter water line to the north and south on the line that crosses SR-91 at Sta. 228+75	●	
Relocate and extend casing of a 10-inch-diameter water line to the north and south on the line that crosses SR-91 at Sta. 237+60	●	
Relocate a 10-inch-diameter water line along realigned Pomona Road north of SR-91	●	
Bore, jack encasement and relocate a 6-inch-diameter water line crossing SR-91 at Sta. 250+42	●	
Relocate a 10-inch-diameter water line along realigned Pomona Road north of SR-91 from Sta. 258+00 to 284+00	●	
Bore, jack encasement and relocate an 8-inch-diameter ACP water line crossing SR-91 at Sta. 268+90 (Sherman Avenue)	●	
Bore, jack encasement and relocate a 6-inch-diameter water line crossing SR-91 at Sta. 285+25	●	
Bore, jack encasement and relocate a 14-inch-diameter water line crossing SR-91 at Sta. 285+30	●	

Table 3.5.4 Utility Relocations, Removals, and Protection In-place under Both Alternatives 1 and 2

Utilities and Project Area	Initial Phase[1]	Ultimate Project[1]
Relocate a water line along the realigned Sofia Lane, south of SR-91 (west of Lincoln Avenue)	●	
Relocate a 10-inch-diameter ACP water line along Buena Vista Avenue (lowered profile)	●	
Bore, jack encasement and relocate a 6-inch-diameter water line crossing SR-91 at Sta. 310+35	●	
Bore, jack encasement and relocate a 6-inch-diameter water line crossing SR-91 at Sta. 318+85	●	
Bore, jack encasement and relocate an 18-inch-diameter water line crossing SR-91 at Sta. 326+10	●	
Relocate a 10-inch-diameter water line along the realigned Second Street, south of SR-91 (west of Grand Boulevard)	●	
Relocate a 10-inch-diameter ACP water line along Main Street (lowered profile)	●	
Relocate an 8-inch-diameter ACP water line and increase to a 12-inch-diameter line due to the removal of Second Street, south of SR-91 (between Victoria Avenue and Grand Boulevard)	●	
Relocate an 8-inch-diameter water line along realigned Pearl Street, north of SR-91	●	
Relocate a 16-inch-diameter steel water line along East Grand Boulevard (lowered profile)	●	
Relocate a water line south of SR-91 from Sta. 369+50 to 372+00	●	
Bore, jack encasement and relocate a 24-inch-diameter water line crossing SR-91 at Sta. 437+70 (this facility relocation does not occur in the Initial Phase)		●
Bore, jack encasement and relocate a 24-inch-diameter water line crossing SR-91 at Sta. 505+90 (this facility relocation does not occur in the Initial Phase)		●
Bore, jack encasement and relocate a 12-inch-diameter water line crossing SR-91 at Sta. 535+50 (this facility relocation does not occur in the Initial Phase)		●
City of Corona: Reclaimed Water Lines		
Protect in-place a 24-inch-diameter DIP water line and extend 36-inch steel casing 100 feet north and 100 feet south along Auto Center Drive (lowered profile) at Sta. 192+00	●	
City of Corona: Sanitary Sewer Lines		
Protect in place and encase in concrete a 15-inch-diameter DIP line at Sta. 192+00	●	
Relocate a part of an 8-inch-diameter VCP line that crosses SR-91 at Sta. 225+20	●	
Relocate a part of an 8-inch-diameter line along Yorba Street crossing SR-91 at Sta. 236+40	●	
Relocate a 12-inch-diameter VCP line along the new Frontage Road south of SR-91 (east of Lincoln Avenue–extension of West D Street)	●	
Relocate and encase an 8-inch-diameter VCP line along Vicentia Avenue, north and south of SR-91	●	
Bore, jack encasement and relocate an 8-inch-dianeter VCP line crossing SR-91 at Sta. 318+95	●	
Bore, jack encasement and relocate an 8-inch-dianeter VCP line crossing SR-91 at Sta. 324+25	●	
Extend casing of an 18-inch-diameter line north of SR-91 for crossing at Sheridan Street at Sta. 326+10	●	
Bore, jack encasement and relocate a 6-inch-diameter VCP line crossing SR-91 for crossing at Sta. 328+05	●	
Relocate an 8-inch-diameter VCP line along the realigned Second Street, south of SR-91 (west of Grand Boulevard)	●	
Bore, jack encasement and relocate an 8-inch-diameter VCP line crossing SR-91 at Sta. 347+00	●	
Relocate an 6-inch-diameter VCP line along south side of SR-91 from Sta. 347+00 to 361+00	●	
Relocate an 8-inch-diameter VCP line due to the removal of Second Street, south of SR-91	●	
Relocate a 10-inch-diameter VCP line crossing East Grand Boulevard at Pearl Street	●	
Relocate a 15-inch-diameter VCP line along the new eastbound SR-91 on-ramp from Main Street south of SR-91 from Sta. 355+00 to 365+00	●	
Relocate 400 linear feet of a 21-inch-diameter VCP line crossing SR-91 at Sta. 370+50 to miss Bent No. 3 of the northbound I-15/southbound I-15 to the westbound SR-91 connector	●	
Relocate 1100 linear feet of a 21-inch-diameter DIP line to the right of Sta. 374+50 to miss Bent No. 7 of the eastbound SR-91 to the northbound I-15/southbound I-15 connector	●	
Extend casing of a 10-inch-diameter VCP line on the north side of SR-91 at Sta. 437+55 (this facility relocation does not occur in the Initial Phase)		●
Bore, jack encasement and relocate a 10-inch-diameter VCP line crossing SR-91 at Sta. 506+05 (this facility relocation does not occur in the Initial Phase)		●
Bore, jack encasement and relocate a 10-inch-diameter VCP line crossing SR-91 at Sta. 535+55 (this facility relocation does not occur in the Initial Phase)		●

Table 3.5.4 Utility Relocations, Removals, and Protection In-place under Both Alternatives 1 and 2

Utilities and Project Area	Initial Phase[1]	Ultimate Project[1]
City of Riverside: Potable Water Line		
Bore, jack encasement and relocate a 24-inch-diameter water line crossing SR-91 at Sta. 544+10 (this facility relocation does not occur in the Initial Phase)		●
Bore, jack encasement and relocate an 8-inch-diameter water line crossing SR-91 at Sta. 544+20 (this facility relocation does not occur in the Initial Phase)		●
Bore, jack encasement and relocate a 4-inch-diameter water line crossing SR-91 at Sta. 545+30 (this facility relocation does not occur in the Initial Phase)		●
Bore, jack encasement and relocate a 15-inch-diameter water line crossing SR-91 at Sta. 558+35 (this facility relocation does not occur in the Initial Phase)		●
Bore, jack encasement and relocate a 12-inch-diameter water line crossing SR-91 at Sta. 558+42 (this facility relocation does not occur in the Initial Phase)		●
Bore, jack encasement and relocate a 36-inch-diameter water line crossing SR-91 at Sta. 558+50 (this facility relocation does not occur in the Initial Phase)		●
AT&T: Underground and Overhead Telephone Lines		
Relocate an underground line along realigned Green River Road, north of SR-91	●	
Bore, jack encasement and install new underground cable crossing SR-91 at Sta. 21+60	●	
Relocate overhead lines and poles and the underground system along Prado Road, north of the SR-91	●	
Bore, jack encasement and install new underground cable line crossing SR-91 at Sta. 70+50	●	
Relocate an underground line along the south side of SR-91 from Sta. 169+00 to 189+00 west of Auto Center Drive	●	
Relocate an underground line along Auto Center Drive (lowered profile)	●	
Relocate six 4-inch-diameter underground lines along Auto Center Drive (lowered profile, requires an interim relocation)	●	
Relocate two underground lines along the realigned Frontage Road south of SR-91 from Sta. 193+00 to 226+00	●	
Bore, jack encasement and install a new underground cable line crossing SR-91 at Sta. 236+30	●	
Relocate an underground line along realigned Pomona Road, north of SR-91 (east of Sherman Avenue)	●	
Relocate a 2-inch-diameter TRD underground line along Buena Vista Avenue (lowered profile)	●	
Relocate an underground line along realigned West Frontage Road north of SR-91 (between School Street and Grand Boulevard)	●	
Relocate an underground line to East Grand Boulevard	●	
Time Warner: Cable Television		
Relocate six 2-inch-diameter cable lines along Main Street (lowered profile) at Sta. 337+92	●	
Comcast Cable: Cable Television		
Relocate an overhead cable line along realigned Pomona Road, north of SR-91 (west of Sherman Avenue)	●	
Relocate an overhead cable line along the west side of Lincoln Avenue	●	
Level 3 Communications		
Relocate ducts along Main Street at Sta. 337+85 (lowered profile)	●	
Questar (Four Corners Pipe Line Co.) Oil Lines		
Protect in-place a 16-inch-diameter, high-pressure oil line in a 20-inch steel casing crossing SR-91 at Sta. 19+09 (extend 20-inch steel casing to northwest)	●	
Relocate 210 linear feet of a 16-inch-diameter, high-pressure oil line (2 locations) crossing SR-91 at Sta. 60+29 (to miss footing at westbound off ramp to Green River and footing at West Prado)	●	
Protect in-place a 16-inch-diameter, high-pressure oil line in a 20-inch sleeve crossing SR-91 at Sta. 149+85 (extend 20-inch sleeve to 120 feet northeast and 100 feet southwest)	●	

Table 3.5.4 Utility Relocations, Removals, and Protection In-place under Both Alternatives 1 and 2

Utilities and Project Area	Initial Phase[1]	Ultimate Project[1]
Metropolitan Water District of Southern California: Underground Potable Water Pipelines		
Protect in-place a 109-inch-diameter steel lower feeder pipeline, crossing under SR-91 in Prado Road	●	
Protect in-place a 108-inch-diameter concrete pipeline, crossing I-15 south of El Cerrito Road	●	

Source: *Project Report* (September 2011).
Note: All utility effects described in this table would occur under Alternatives 1 and 2. However, some of the utility relocations would not occur in the Initial Phases of Alternatives 1 and 2 but would occur by 2035 under the completed alternative. The utility relocations that would not occur in the Initial Phases are noted in the table as "(this utility relocation does not occur in the Initial Phase)."
[1] Highlighted cells (●) indicate high-risk locations.

ACP = asbestos cement pipe
DIP = ductile iron pipe
I-15 = Interstate 15
kV = kilovolts
PVC = polyvinyl chloride
SR-91 = State Route 91
Sta. = Station
TRD = tile duct
VCP = vitrified clay pipe

The following additional types of utility facilities are also considered high risk:

- Natural gas in pipelines with a greater than 6-inch (in) pipe diameter or in pipelines with normal operating pressures greater than 60 pounds per square inch gauge (psig)
- Underground electric supply lines, conductors, or cables with potential to ground more than 300 volts, either directly buried or induct or conduit, which do not have concentric grounded or other effectively grounded metal shields or sheaths

As shown in Table 3.5.4, several high-risk underground gas facilities within the freeway and local street rights-of-way have been identified for the Build Alternatives. High-risk utilities along Alternative 1 are identified in Table 3.5.4 with ●.

Digging, potholing, or other acceptable methods would be used to locate existing utility facilities that cross the freeway segments or which are in the freeway and local street rights-of-way under Alternative 1. The only acceptable method of locating high-risk utilities is hand excavation, and would only be allowed once permission to access those high-risk facilities has been received from the utility owners.

During final design, final determinations would be made as to whether the utility facilities affected by Alternative 1 would be relocated, removed, or protected in-place. That assessment would be conducted in consultation with the owner of each affected utility facility. Detailed plans for the utility relocations, removals, and protection in-place under Alternative 1 would be developed as part of the final project design.

Alternatives 1a, 1b, 1c, and 1d would require the use of 0.018 ac of land from the SCE property for use as a TCE. The area that would be used as a TCE is currently paved with asphalt.

Alternative 2

As discussed under Alternative 1, any utility relocation, removal, and protection in-place for Alternative 2, including Alternative 2f, would occur within the State right-of-way for SR-91. All utility relocations, removals, and protection in-place effects listed in Table 3.5.4 would occur under Alternative 2 with the design variations, including Alternative 2f. Utility facilities that would be impacted by the Alternative 2 Ultimate Project but not by the Initial Phase of Alternative 2 are also noted in Table 3.5.4. Potential utility relocations that would occur under Alternative 2 (including the design variations) but not under Alternative 1 are shown in Table 3.5.5.

Table 3.5.5 Additional Utility Relocations Under Alternative 2

Utilities and Project Area	Initial Phase[1]	Ultimate Project[1]
Southern California Gas Company: Underground Gas Lines		
Relocate a 3-inch-diameter gas line along the realigned Wardlow Road, north of SR-91 (for all Alternative 2 design variations)	●	
Relocate part of a 6-inch-diameter gas line at the Smith Avenue/Pomona Road intersection north of SR-91 (only for the Alternative 2 design variations 2c, 2d, 2g, and 2h)	●	
Relocate part of a 1-inch-diameter gas line at the Smith Avenue/Pomona Road intersection north of SR-91 (only for the Alternative 2 design variations 2c, 2d, 2g, and 2h)	●	
Relocate part of a 6-inch-diameter gas line along Smith Avenue south of SR-91 to Pleasant View Avenue (only for the Initial Phase of Alternative 2 and design variations 2c, 2d, 2g, and 2h)	●	
Southern California Edison: Underground and Overhead Electric Lines		
Relocate an underground 12 kV distribution line along the realigned Wardlow Road, north of SR-91 (for all Alternative 2 design variations)	●	
Relocate an underground 12 kV distribution line from the west side of Smith Avenue to the east side of Smith Avenue (only for the Alternative 2 design variations 2c, 2d, 2g, and 2h)	●	
Relocate an overhead 12 kV distribution line west of Smith Avenue along the south side of SR-91 (only for the Alternative 2 design variations 2c, 2d, 2g, and 2h)	●	
Relocate the Edison Substation to an adjacent position on the south side of SR-91 at Sta. 268+00 (overhead lines would also be relocated) (only for the Initial Phase of Alternative 2 design variations 2c, 2d, 2g, and 2h)	●	
City of Corona: Potable Water		
Relocate a 12-inch- to 14–inch-diameter water line along the realigned Wardlow Road, north of SR-91 (for all Alternative 2 design variations)	●	
City of Corona: Sanitary Sewer		
Relocate an 18-inch-diameter VCP line along the realigned Wardlow Road, north of SR-91 (for all Alternative 2 design variations)'	●	
AT&T: Underground and Overhead Telephone Lines		
Relocate an underground line along the realigned Wardlow Road, north of SR-91 (for all Alternative 2 design variations)	●	
Relocate an underground line from the west side of Smith Avenue to the east side of Smith Avenue (only for the Alternative 2 design variations 2c, 2d, 2g, and 2h)	●	

Table 3.5.5 Additional Utility Relocations Under Alternative 2

Utilities and Project Area	Initial Phase[1]	Ultimate Project[1]
Comcast Cable: Cable Television		
Relocate line from the west side of Smith Avenue to the east side of Smith Avenue (only for the Alternative 2 design variations 2c, 2d, 2g, and 2h)	●	

Source: *Project Report* (September 2011).
Note: The relocations listed in this table would occur under Alternative 2 only. Additional utility effects that would occur under both Alternatives 1 and 2 are shown in Table 3.5.4.
[1] Highlighted cells (●) indicate high-risk locations.
kV = kilovolts
SR-91 = State Route 91
VCP = vitrified clay pipe

Nine of those would occur only with design variations 2c, 2d, 2g or 2h under Alternative 2 as shown in Table 3.5.5. All utility relocations discussed here and shown in Tables 3.5.4 and 3.5.5 would occur within the construction disturbance limits for Alternatives 1 and 2 and within the public right-of-way of SR-91.

In addition to the effects shown in Tables 3.5.4 and 3.5.5, the existing SCE substation would be permanently relocated as part of the Initial Phase of Alternative 2 with design variations 2c, 2d, 2g, or 2h. That relocation could result in temporary service disruptions during the actual relocation. However, these temporary service disruptions would be minor and short term. This permanent impact was discussed in detail earlier in Section 3.5.2.2, Permanent Impacts.

The additional high-risk utilities that would be impacted by Alternative 2 and its design variations, including Alternative 2f, but not by Alternative 1 are identified in Table 3.5.5 with ●.

Similar to Alternative 1, during final design, final determinations would be made as to which of the utility facilities affected under Alternative 2 and its design variations, including Alternative 2f, would be relocated, removed, or protected in-place in consultation with the owner of each affected utility facility. Detailed plans for the utility relocations, removals, and protection in-place under Alternative 2 and its design variations, including Alternative 2f, would be developed as part of the final project design.

Like Alternative 1, Alternatives 2a, 2b, 2e, and 2f would require the use of 0.018 ac of land from the SCE property for a TCE.

No Build Alternative

The No Build Alternative would not result in the construction of any project improvements on SR-91 and I-15. Therefore, the No Build Alternative would not result in temporary impacts to utility facilities.

Law Enforcement, and Fire and Emergency Medical Services, and Medical Facilities

Alternatives 1 and 2

Construction of both Alternatives 1 and 2 and all their design variations, including Alternative 2f, could result in temporary traffic delays, road closures, lane closures, or detours that may impair the ability of law enforcement, fire, and other emergency service providers to meet response time goals.

Non-fire-related medical emergencies could temporarily increase with the presence of construction workers and heavy machinery in the construction area during construction of both Alternatives 1 and 2 and their design variations, including Alternative 2f.

Construction of both Alternatives 1 and 2 and their design variations, including Alternative 2f, is anticipated to require temporary weekend, nighttime, and extended daily closures of the SR-91 eastbound and westbound auxiliary lanes, connectors, and on- and off-ramps. Improvements to these features would be scheduled in phases to minimize temporary impacts to freeway users, which would include emergency service providers. No construction-related ramp closures are planned on I-15.

Alternatives 1 and 2 and their design variations, including Alternative 2f, would require construction at the Coal Canyon crossing of SR-91. That crossing is currently used only by CHP and emergency services providers. Project construction activities at that crossing could potentially delay or affect the ability of the CHP and emergency services providers to use the crossing.

Both Alternatives 1 and 2 and their design variations include a TMP that would facilitate coordination with law enforcement, CHP, fire protection, emergency service providers, and the public during the design phase and prior to and during project construction activities, including weekend, nighttime, and extended closures on SR-91. The TMP would also address the specific requirements for maintaining access to/through the Coal Canyon crossing for CHP and emergency services providers during all project construction activities in the area. Key elements of the TMP include a public awareness campaign, motorist information strategies, and alternate route

strategies. Temporary construction-related impacts on emergency service providers would be addressed in the TMP to minimize localized congestion and travel delays. Section 3.6.5, Avoidance, Minimization, and/or Mitigation Measures, provides Measure T-1, which describes the TMP in detail.

Each ramp closure scheduled for more than 10 consecutive days would require a Ramp Closure Study. Section 3.6.5 provides Measure T-2, which describes the requirements for Ramp Closure Studies during construction of Alternatives 1 and 2 and their design variations, including Alternative 2f.

There is potential for fires to be started in construction areas, associated with operating construction equipment, vehicles, and the presence of construction personnel during the construction of Alternatives 1 and 2 and their design variations, including Alternative 2f.

No Build Alternative

The No Build Alternative would not result in the construction of project improvements on SR-91 and I-15 and, therefore, would not result in temporary impacts to law enforcement, CHP, fire protection, or emergency service providers. No delays to emergency service providers due to detours or closures would occur under the No Build Alternative.

3.5.3 Avoidance, Minimization, and/or Mitigation Measures

Both Alternatives 1 and 2 and all their design variations, including Alternative 2f, would not result in permanent adverse impacts related to utilities and emergency service providers; therefore, no mitigation is required.

Temporary construction-related impacts on emergency services under Alternatives 1 and 2 and their design variations would be addressed through a TMP implemented during construction to minimize temporary localized congestion and travel delays. Refer to Section 3.6.4, Avoidance, Minimization, and/or Mitigation Measures, for Measure T-1, which describes the TMP in detail.

Each ramp closure of more than 10 days would require a Ramp Closure Study. Refer to Measure T-2 in Section 3.6.4 for the Ramp Closure Study requirements under Alternatives 1 and 2.

Measures UES-1, UES-2, and UES-3, provided below, would be required for the Initial Phases and Ultimate Projects under the SR-91 CIP Build Alternatives. These measures address the temporary construction-related impacts under both Alternatives 1 and 2 and all their design variations on utility facilities and emergency service providers.

UES-1 **Utilities.** During final design, RCTC's Project Engineer will prepare utility relocation plans in consultation with the affected utility providers/owners for those utility facilities that will need to be relocated, removed, or protected in-place. If relocation is necessary, the final design will focus on relocating utilities within the State right-of-way or other existing public rights-of-way and/or easements. If relocation outside of existing or the additional public rights-of-way and/or easements required for the project is necessary, the final design will focus on relocating those facilities to minimize environmental impacts as a result of project construction and ongoing maintenance and repair activities. The utility relocation plans will be included in the project specifications.

Prior to and during construction, the RCTC Resident Engineer will ensure that the components of the utility relocation plans provided in the project specifications are properly implemented by the design/build contractor.

UES-2 **Law Enforcement, Fire Protection, and Emergency Medical Service Providers.** Prior to and during construction, RCTC's Resident Engineer will require the design/build contractor to coordinate all temporary ramp and lane closures and detour plans with law enforcement, fire protection, and emergency medical service providers to minimize temporary delays in emergency response times as part of the Final TMP and *Final Ramp Closure Study* required in Measures T-1 and T-2, including the identification of alternative routes and routes across the construction areas for emergency vehicles developed in coordination with the affected agencies.

UES-3 **Fire Prevention During Construction.** Prior to and during any construction activities, the RCTC Project Engineer will require the design/build contractor to implement the following to minimize the risk of fires during construction:

- Coordinate with the applicable local fire department to identify and maintain defensible spaces around active construction areas.
- Coordinate with the applicable local fire department to identify and maintain firefighting equipment (extinguishers, shovels, water tankers) in active construction areas.
- Prohibit the use of mechanized equipment or equipment that could throw off sparks in areas adjacent to open space or undeveloped land, including areas adjacent to CHSP.
- Post emergency services phone numbers (fire, emergency medical, police) in visible locations in all active construction areas.

UES-4 **Fire Prevention Adjacent to CHSP.** The final design of the SR-91 CIP Build Alternatives will include closing gaps so there is the equivalent of a continuous barrier 30 to 36 inches high on the edge of the shoulder on both westbound and eastbound SR-91 from SR-71 to SR-241, as follows:

- **Initial Phase:** the 36-inch high concrete barrier on westbound SR-91 between SR-71 and Green River Road already included in the design alternatives will meet the requirements for this barrier;
- **Ultimate Project:** close gaps to provide an equivalent continuous barrier 30 to 36 inches high on the edge of shoulder on SR-91 in both directions between Green River Road and SR-241 meeting Department standards applicable at the time.

3.6 Traffic and Transportation/Pedestrian and Bicycle Facilities

3.6.1 Regulatory Setting

The Department, as assigned by the Federal Highway Administration (FHWA), directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 CFR 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 CFR part 27) implementing Section 504 of the Rehabilitation Act (29 USC 794). FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to Federal-aid projects, including Transportation Enhancement Activities.

3.6.2 Affected Environment

The information in this section is based on the *Traffic Study Report* (July 2010), the *Final Ramp Closure Study* (February 2010), and the *Final Preliminary Transportation Management Plan* (May 2010). The traffic study area for the project focuses on an approximately 14 mi long segment of SR-91, extending from SR-241 in the Cities of Anaheim and Yorba Linda in Orange County to Pierce Street in the City of Riverside in Riverside County. The approximately 6 mi project segment on I-15 extends from Hidden Valley Parkway in the Cities of Norco and Corona to Cajalco Road in the City of Corona in Riverside County.

The traffic study area for the project was defined as consisting of 18 full interchanges on these freeways: 13 on SR-91 and 5 on I-15. Of these interchanges, 3 are freeway-to-freeway interchanges with direct connectors and 15 are freeway-to-arterial interchanges. The locations of these interchanges in the traffic study area are shown on Figure 2-1.

Road operations are determined through examination of freeway, ramp, and intersection LOS. There are six LOS, designated A through F, with A representing the best traffic operations and F indicating failure where the traffic volumes exceed the capacity of the road system.

3.6.2.1 Definition of Freeway Mainline Levels of Service

The LOS on freeway mainline segments are determined by traffic density. Table 3.6.1[1] presents the correlation between LOS and traffic density in terms of pc/mi/ln for freeway mainline and ramp segments. A graphic depiction of freeway LOS is provided in Figure 1-3. LOS A through F represent the range of conditions from free flow to congested conditions, respectively. Highway Capacity Software (HCS), which incorporates methodology consistent with the guidelines of the 2000 HCM, was used to evaluate traffic conditions and determine the existing LOS for each freeway segment and ramp on the project segments of SR-91 and I-15.

3.6.2.2 Definition of Freeway Ramp Levels of Service

Ramp LOS specifically address the merge and diverge areas on freeways and do not necessarily reflect ramp LOS, but rather merge and diverge LOS, which is based on several factors. According to the 2000 HCM, merge and diverge areas focus on an influence area approximately 1,500 ft long, which includes the acceleration or deceleration lane and the adjacent freeway lanes. The methodology to identify ramp LOS has three basic steps:

- Determination of the traffic entering the freeway lanes upstream of the merge or at the beginning of the deceleration lane at the diverge
- Determination of the capacity for the segment
- Determination of the density of flow within the ramp influence area and its corresponding LOS

Table 3.6.1 shows the relationship between freeway ramp LOS and density expressed as pc/mi/ln.

3.6.2.3 Definition of Intersection LOS

Intersection LOS were analyzed using methods in the 2000 HCM to calculate delay, capacity utilization, and LOS for intersections. Table 3.6.2 summarizes the delay associated with each LOS for signalized and stop-controlled intersections.

[1] Tables 3.6.1 through 3.6.35 are provided following the last page of text in this section to minimize disruptions to the reader.

For this traffic analysis, freeway mainline segments and ramps were considered to be deficient when operating at LOS F. Generally, the LOS objective for intersections in the traffic study area for the project is LOS D; however, LOS E is permitted at the following 12 ramp intersections per the City of Corona *Traffic Impact Study Guidelines* (July 2006):

- SR-91 westbound ramps/Pomona Road
- Lincoln Avenue/SR-91 eastbound ramps
- Main Street/SR-91 westbound ramps
- Main Street/SR-91 eastbound ramps
- McKinley Street/SR-91 westbound on-ramp
- McKinley Street/SR-91 eastbound off-ramp
- I-15 southbound off-ramp/Hidden Valley Parkway
- I-15 southbound on-ramp/Hidden Valley Parkway
- I-15 northbound on-ramp/Hidden Valley Parkway
- I-15 northbound off-ramp/Hidden Valley Parkway
- I-15 southbound ramps/Cajalco Road
- I-15 northbound ramps/Cajalco Road

In addition, the City of Corona has acknowledged that LOS E will be considered acceptable for the project-related, peak-hour intersection analysis at the Green River Road ramp intersections.

3.6.2.4 Baseline Traffic Conditions

Existing (2007) Traffic Volumes

Existing traffic count data for the traffic study area were collected in fall 2007. Baseline traffic conditions for Baseline/Existing (2007), 2015, and Design Year 2035 were analyzed to determine LOS without the project. The regional analysis was conducted using the RCTC regional traffic forecasting model. That model was developed by combining attributes of the 2008 RTP model and OCTAM.

The California Court of Appeal granted a peremptory writ of mandate in December 2010 in *Sunnyvale West Neighborhood Association, et al. versus City of Sunnyvale City Council*. The Court indicated that traffic studies for environmental analyses must use baseline conditions defined as the existing "...on the ground..." conditions at the time the NOP is published or the environmental analyses are initiated if no NOP is published. The Baseline/Existing (2007) traffic conditions were used to represent the existing conditions because they more closely represent normal conditions. The 2007 traffic conditions are approximately 5 percent higher than the 2008 conditions and are

a more accurate estimate of the existing setting for comparative analysis than the 2008. The 2007 was selected as the Baseline/Existing analysis year because those traffic volumes were considered to more accurately reflect demand in the SR-91 corridor because historically (2000–2007) traffic numbers/volumes have steadily increased and the approximate 5 percent less difference from 2008 is negligible. The variation between the 2007 and 2008 is considered negligible because the difference in the peak hour volumes has minimal effect on the operating conditions (LOS) between those years. Also according to the Interim Guidance on the Application of Travel and Land Use Forecasting in NEPA (FHWA, March 2010), the "Base model year" (the calibration year for the travel model) and the "Base project year" (an updated base year that is validated and is as close as possible to the current year) do not necessarily need to be the same.

2015 and 2035 Traffic Volumes

2015 was identified as representing the year the project improvements in the Initial Phases of Alternatives 1 and 2 would be operational.

Design Year 2035 represents the year the completed project improvements under Alternatives 1 and 2 (the Ultimate Projects) would be operational. The 2030 forecast volumes from the RCTC regional model were adjusted to reflect Design Year 2035 conditions prior to post-processing. To develop 2035 forecast volumes from 2030 model forecast volumes, demographic data were obtained from Orange and Riverside Counties. Demographics (including housing, population, and employment) are the basis for development of travel activity and future forecasts beyond the model horizon year. Based on the demographic growth trends for Orange and Riverside Counties, the 2030 model forecast that SR-91 volumes would increase by 2 percent to account for travel demand beyond the model horizon year of 2030 to 2035. Key projects identified in the constrained 2008 RTP that are included in the background assumptions for the Design Year 2035 traffic forecasts are:

- Corridor A – Coded consistent with the Riverside County/Orange County MIS with the exception of coding as a toll facility;
- SR-241/SR-91 toll-to-toll direct connectors;
- I-15 HOV/Express Lanes – Two additional median lanes in each direction from SR-74 to the San Bernardino County line;
- SR-71 Widening – One additional GP lane in each direction; and
- MCP – A proposed new east-west transportation corridor between the Cities of San Jacinto and Perris in western Riverside County.

The Baseline/Existing (2007), 2015, and Design Year 2035 baseline conditions for the freeway corridor, mainline segments, freeway ramps, and intersections in the traffic study area are described in the following sections and are shown in Tables 3.6.3 through 3.6.7. Baseline as used in this analysis refers to traffic conditions at a given time without the addition of the project, defined as No Build conditions.

Per the Supplemental Request for 20-year Period Design Exception approved by the Department on January 26, 2012, forecast volumes for 2017 were estimated based on existing traffic counts for 2010. Because 2010 traffic counts are approximately 4 percent lower than 2007 traffic counts, 2017 forecast volumes will be generally lower than the 2015 forecast volumes used for the analysis of the SR-91 CIP. Because the opening year traffic volumes analyzed for 2015 are more conservative when compared to those for 2017, updating the traffic analysis for an opening year of 2017 was not necessary. Therefore, the opening year traffic analysis discussed in Sections 1.3.1.5, 2015 Traffic Projections – No Build, and in Section 3.6, Traffic and Transportation/Bicycle and Pedestrian Facilities, uses the original analysis of the 2015 opening year conditions. In addition, there have not been any regional or local transportation improvement projects implemented that would have an effect on the opening year traffic analysis. The SR-241/SR-91 Direct Connector Project being sponsored by the TCA is currently planned for an opening year of 2018. In addition, the County of Riverside's Cajalco Road Widening Project from Temescal Canyon Road to I-215 is currently planned for an opening year of 2019.

The opening year for the SR-91 CIP is now scheduled for 2017. A 2035 horizon year was used as the basis for the traffic analysis in the *Traffic Study Report*. Horizon years are usually provided in 5-year increments so providing a 20-year horizon year from the 2017 opening year would likely target a 2040 horizon year. As explained above, the forecasted traffic volumes assumed growth rates that have not materialized. If new projections of traffic volumes were modeled today, it is expected that even the 2040 forecasted volumes would be slightly lower than the 2035 forecasted volumes included in the SR-91 CIP traffic analysis. Preliminary estimated 2040 traffic volumes on four segments of SR-91 are approximately 2 to 3 percent lower than the 2035 volumes for the same road segments. Therefore, using the current 2035 horizon year forecasted volumes is more conservative even though it is only an 18-year horizon.

3.6.2.5 Freeway Corridor Daily VMT, VHT, VHD, and Peak-Hour Travel Time

VMT is a key transportation indicator that represents total miles traveled by vehicles across a particular study area or region. VHT represents total hours traveled by vehicles considering system-wide traffic congestion in a given study area. Vehicle hours of delay (VHD) represent system-wide delay experienced by vehicles. Table 3.6.3 presents summaries of VMT, VHT, and VHD by vehicle type within the limits of the project corridor and the remainder of the study area for each facility type under Baseline/Existing (2007), 2015, and Design Year 2035 baseline conditions.

Table 3.6.4 presents a summary of travel time and speed through the SR-91 corridor from I-15 to SR-241 under Baseline/Existing (2007), 2015, and Design Year 2035 baseline conditions for both the a.m. and p.m. peak hours.

Baseline/Existing (2007)

As shown in Table 3.6.3, the SR-91 study corridor generated 11,003,152 VMT, 334,688 VHT, and 100,723 VHD in 2007. The remainder of the region generated 394,186,327 VMT, 12,246,929 VHT, and 2,546,404 VHD in 2007.

As shown in Table 3.6.4, the westbound travel time and speed through the SR-91 corridor in the a.m. peak hour were 28.5 minutes and 24.2 mph for GP-lane vehicles, and 12.1 minutes and 56.8 mph for HOV/express lane vehicles. In the p.m. peak hour, the eastbound travel time and speed were 44.0 minutes and 15.7 mph for GP-lane vehicles, and 30.0 minutes and 23.0 mph for HOV/express lane vehicles.

2015

As shown in Table 3.6.3, the SR-91 study corridor is forecast to generate 13,671,088 VMT, 446,546 VHT, and 148,584 VHD in 2015. Compared to Baseline/Existing (2007) conditions, the SR-91 corridor would experience a 24 percent increase in VMT, a 33 percent increase in VHT, and a 48 percent increase in VHD. The remainder of the region is forecast to generate 461,645,968 VMT, 14,940,416 VHT, and 3,692,804 VHD. This represents a 17 percent increase in VMT, a 22 percent increase in VHT, and a 45 percent increase in VHD from Baseline/Existing (2007) conditions.

As shown in Table 3.6.4, the 2015 westbound travel time would increase by 7.6 minutes and the travel speed would decrease by 5.1 mph in the a.m. peak hour for GP-lane vehicles compared to Baseline/Existing (2007) conditions. For HOV/express lane vehicles, the a.m. peak-hour westbound travel time would increase by 6.3

minutes and the travel speed would decrease by 19.3 mph. The 2015 eastbound travel time would increase by 35.1 minutes and the travel speed would decrease by 7.0 mph in the p.m. peak hour for GP-lane vehicles compared to Baseline/Existing (2007) conditions. For HOV/express lane vehicles, the p.m. peak-hour eastbound travel time would increase by 9.7 minutes and the travel speed would decrease by 5.6 mph.

Design Year 2035

As shown in Table 3.6.3, the SR-91 study corridor is forecast to generate 16,824,059 VMT, 583,945 VHT, and 224,091 VHD. Compared to Baseline/Existing (2007) conditions, the SR-91 corridor would experience a 53 percent increase in VMT, a 74 percent increase in VHT, and a 122 percent increase in VHD. The remainder of the region generates 541,651,597 VMT, 19,406,426 VHT, and 6,250,531 VHD. This represents a 37 percent increase in VMT, a 58 percent increase in VHT, and a 145 percent increase in VHD from Baseline/Existing (2007) conditions.

As shown in Table 3.6.4, the Design Year 2035 westbound travel time would increase by 14.7 minutes and the travel speed would decrease by 8.2 mph in the a.m. peak hour for GP-lane vehicles compared to Baseline/Existing (2007) conditions. For HOV/express lane vehicles, the a.m. peak-hour westbound travel time would increase by 13.8 minutes and the travel speed would decrease by 30.2 mph. The Design Year 2035 eastbound travel time would increase by 42.4 minutes and the travel speed would decrease by 7.7 mph in the p.m. peak hour for GP-lane vehicles compared to Baseline/Existing (2007) conditions. For HOV/express lane vehicles, the p.m. peak-hour eastbound travel time would increase by 17.0 minutes and the travel speed would decrease by 8.3 mph.

3.6.2.6 Freeway Mainline LOS

Table 3.6.5 presents the baseline traffic conditions for the Baseline/Existing (2007), 2015, and Design Year 2035 freeway mainline LOS. The table includes peak-hour analysis of traffic densities for the GP lanes and their corresponding LOS by direction. HCS, which incorporates methodology consistent with the HCM, was utilized to determine the LOS for each freeway mainline segment on SR-91 and I-15. The v/c ratio was computed for segments with a density in excess of 45 pc/mi/ln to quantify LOS F. HCS does not compute a density if the density is greater than 45 pc/mi/ln, which defines LOS F conditions. As a result, where density exceeds LOS F, a planning level v/c analysis was performed to identify the relationship between existing demand, available capacity, and the resulting LOS. The baseline conditions for 2007, 2015, and 2035 are discussed below.

Baseline/Existing (2007)

As shown in Table 3.6.5, nine GP segments on SR-91 operated deficiently under Baseline/Existing (2007) conditions, with five segments operating at LOS F for both peak directions of travel. More than half the study segments on SR-91 operated deficiently in the westbound direction, which is the peak direction of travel during the a.m. peak-hour period. The segments adjacent to the SR-71 interchange were among those LOS F interchanges that experienced the highest traffic densities in 2007. All the toll/HOV segments on SR-91 operated at acceptable LOS in 2007.

All segments on I-15 operated at acceptable LOS during both peak hours, with the exception of two southbound segments that operated deficiently during the p.m. peak hour.

2015

As shown in Table 3.6.5, all westbound SR-91 GP segments are forecast to operate at LOS F in 2015 during the a.m. peak hour, with the exception of the segments from Grand Boulevard to Main Street and I-15 to McKinley Street. The segments from SR-71 to Auto Center Drive and McKinley Street to Pierce Street experience the highest v/c ratio at 1.37. No eastbound GP segments are forecast to operate deficiently during the a.m. peak hour. In the p.m. peak hour, two mainline GP segments on eastbound SR-91 are forecast to operate at an acceptable LOS. All other segments are forecast to operate deficiently, with the highest v/c ratio of 1.37 on the two segments between Auto Center Drive and Lincoln Avenue. The westbound GP segments are forecast to operate at an acceptable LOS in the p.m. peak hour. The toll/HOV segments on SR-91 are forecast to operate at acceptable LOS in the 2015 baseline condition, with the exception of Green River Road to Auto Center Drive, which is forecast to operate at LOS F in the eastbound direction during the p.m. peak hour.

Two northbound GP mainline segments on I-15 are forecast to operate at LOS F during the a.m. peak hour, and two southbound GP segments are anticipated to operate at LOS F during the p.m. peak hour.

Design Year 2035

As shown in Table 3.6.5, all westbound SR-91 GP segments are forecast to operate at LOS F in 2035 during the a.m. peak hour, with the segment from SR-71 to Auto Center Drive experiencing the highest v/c ratio at 1.57. No eastbound GP segments are forecast to operate deficiently during the a.m. peak hour. In the p.m. peak hour, only one mainline GP segment on eastbound SR-91 is forecast to operate at an

acceptable LOS. All other segments are forecast to operate deficiently, with the highest v/c ratio of 1.72 on the McKinley Street to Pierce Street segment. The westbound GP segments are forecast to experience little or no congestion in the p.m. peak hour. The toll/HOV segment on SR-91 between Green River Road and Auto Center Drive is forecast to operate at LOS F in the westbound direction during the a.m. peak hour and in the eastbound direction during the p.m. peak hour.

All northbound GP mainline segments on I-15 are forecast to operate at LOS F during the a.m. peak hour, and four of the seven segments are anticipated to operate deficiently during the p.m. peak hour. The most substantial congestion is forecast on the two GP segments between Ontario Avenue and Cajalco Road in the a.m. peak hour, where the v/c ratios are forecast to be 1.61 and 1.79, respectively. The southbound I-15 mainline GP segments are all forecast to operate deficiently at LOS F during the p.m. peak hour, with the segment between El Cerrito Road and Cajalco Road having the highest v/c ratio at 1.80. Four southbound GP mainline segments are forecast to operate deficiently in the a.m. peak hour. All the toll/HOV segments on I-15 are forecast to operate with acceptable LOS in the 2035 No Build condition.

3.6.2.7 Freeway Ramp Level of Service

Table 3.6.6 presents the baseline conditions for Baseline/Existing (2007), 2015, and Design Year 2035 for the merge and diverge areas at the study area on- and off-ramps for each interchange by corridor and direction.

Baseline/Existing (2007)

As shown in Table 3.6.6, the occurrence of deficiencies in Baseline/Existing (2007) conditions was more frequent during the a.m. peak direction of travel than in the p.m. peak hour in 2007. At six SR-91 interchanges (one west of the Orange/Riverside County line, three east of the Orange/Riverside County line, and two east of I-15), the westbound off- and on-ramps all operated at LOS F in the a.m. peak hour in 2007. All the eastbound ramps operated at LOS E or better during the a.m. peak hour. The LOS analysis of SR-91 ramps in the p.m. peak hour indicated acceptable traffic movements through all interchanges with the exception of some eastbound ramps at Auto Center Drive, Maple Street, McKinley Street, Pierce Street, and the Magnolia Avenue interchanges.

Five freeway-to-freeway connectors operated at LOS F in the a.m. peak hour in 2007, with three of those deficient locations at the SR-91/I-15 interchange. In the p.m. peak

hour, one SR-91 ramp connection to SR-71 and two SR-91 ramps connecting to I-15 operated deficiently in 2007.

2015

As shown in Table 3.6.6, all the westbound ramps on the project segments of SR-91 are forecast to operate deficiently during the a.m. peak hour in 2015, with the exception of the westbound off-ramp at Main Street and the westbound on-ramp at McKinley Street. During the p.m. peak hour, all the SR-91 eastbound ramps are forecast to operate at LOS F, with the exception of the Gypsum Canyon Road and Green River Road on-ramps.

In the a.m. peak hour, six freeway-to-freeway connectors are forecast to operate at LOS F in 2015, with three of those deficient locations at the SR-91/I-15 interchange. In the p.m. peak hour, one SR-91 ramp connection to SR-241, one SR-91 ramp connection to SR-71, and two SR-91 ramps connecting to I-15 are forecast to operate deficiently.

On I-15, five study area ramps are forecast to operate at LOS F during the a.m. peak hour in 2015. Of these, two are at the El Cerrito Road interchange. In the p.m. peak hour, four study area ramps are forecast to operate at LOS F. Two of these deficient ramps are at the Cajalco Road interchange.

Design Year 2035

As shown in Table 3.6.6, all the westbound ramps on the project segment of SR-91 are forecast to operate deficiently during the a.m. peak hour in Design Year 2035 due to the high westbound mainline peak-hour volumes and the vehicles that use the westbound on- and off-ramps. During the p.m. peak hour, all the SR-91 eastbound ramps, with the exception of the Green River Road on-ramp, are forecast to operate at LOS F.

In the a.m. peak hour, seven freeway-to-freeway connectors are forecast to operate at LOS F in Design Year 2035, with four of those deficient locations at the SR-91/I-15 interchange. In the p.m. peak hour, one SR-91 ramp connection to SR-241, two SR-91 ramp connections to SR-71, and three SR-91 ramps connecting to I-15 operate deficiently.

On I-15, 16 study area ramps are forecast to operate deficiently in Design Year 2035 during the a.m. peak hour. Of these, 4 are at the Hidden Valley Parkway interchange and 4 are at the Magnolia Avenue interchange. These are the two interchanges on

I-15 closest to the SR-91/I-15 freeway-to-freeway interchange. Of the study area ramps on I-15, 11 are forecast to operate deficiently during both the a.m. and p.m. peak hours in Design Year 2035.

3.6.2.8 Intersection LOS Analysis

Table 3.6.7 presents the intersection delay and LOS for the study area intersections for Baseline/Existing (2007), 2015, and Design Year 2035 conditions.

Baseline/Existing (2007)

As shown in Table 3.6.7, Baseline/Existing (2007) traffic conditions were characterized by generally acceptable LOS in the a.m. peak hour with the exception of a few intersections. Most of the ramp-termini intersections near the SR-91 interchanges were observed to operate at acceptable LOS during both peak hours. However, many intersections near the I-15 interchanges operated deficiently in 2007, with increased delays and consequently reduced LOS in the p.m. peak hour.

2015

As shown in Table 3.6.7, two intersections in the a.m. peak hour and nine intersections in the p.m. peak hour are forecast to operate deficiently under 2015 conditions. Intersections near the SR-91 and I-15 interchanges are forecast to experience increased delays and consequently reduced LOS in the p.m. peak hour. However, compared to the Baseline/Existing (2007) conditions, fewer intersections are forecast to be deficient in 2015 due to intersection geometric configuration improvements that are expected to occur prior to 2015. Improvements are planned for the following intersections:

- Green River Road/SR-91 westbound ramps (2015)
- Maple Street/SR-91 westbound ramps (2015)
- Vicentia Avenue/SR-91 eastbound off-ramp (2015 and 2035)
- I-15 northbound ramps/Second Street (2035)
- I-15 southbound ramps/Magnolia Avenue (2015)
- I-15 northbound ramps/Magnolia Avenue (2015)
- Compton Avenue/El Camino Avenue/Magnolia Avenue (2015)
- I-15 southbound ramps/Ontario Avenue (2015)
- I-15 northbound ramps/Ontario Avenue (2015)
- Bedford Canyon (I-15 southbound off-ramp)/El Cerrito Road (2035)
- I-15 northbound ramps/El Cerrito Road (2015)

- I-15 southbound ramps/Cajalco Road (2015 and 2035)
- I-15 northbound ramps/Cajalco Road (2015 and 2035)

Design Year 2035

As shown in Table 3.6.7, 12 intersections in the a.m. peak hour and 16 intersections in the p.m. peak hour are forecast to operate deficiently under Design Year 2035 conditions. Many intersections near the SR-91 and I-15 interchanges are forecast to experience increased delays and consequently reduced LOS in the p.m. peak hour. Compared to the Baseline/Existing (2007) conditions, the intersection LOS in Design Year 2035 is forecast to deteriorate as more intersections on SR-91 and I-15 are forecast to be deficient in 2035 due to increases in regional and local traffic volumes.

3.6.2.9 Pedestrian and Bicycle Facilities

Pedestrian and Handicap Access Facilities

There are no sidewalks or other pedestrian facilities on the freeway mainline or ramp facilities. Sidewalks are currently provided on most of the local streets crossing over or under the project segments of SR-91 and I-15 and other local streets in the vicinity of SR-91 and I-15. The sidewalks vary from 4 to 11.5 ft wide. Table 3.6.8 summarizes the existing pedestrian facilities on local streets crossing the project segments of SR-91 and I-15. Table 3.6.8 also indicates whether those facilities cross over the freeways (on overcrossings), under the freeways (in undercrossings), or do not cross the freeways. In addition to these sidewalks, the Santa Ana River Trail/Bike Lane on the north side of SR-91 between Featherly Regional Park and the Green River Golf Club is available for pedestrians as well as bicyclists.

Many local streets cross under SR-91 and I-15. As shown later in Table 3.6.32, the lengths of the existing crossings under the SR-91 and I-15 facilities generally range from 100 to 210 ft, depending on the individual crossing and the freeway structures at the crossing. Pedestrians crossing these freeways at those locations walk through undercrossings. Lighting is typically provided in the undercrossings to provide sufficient light for pedestrians in evening/night hours when no natural light is available at the undercrossing openings.

Handicap access ramps (ADA access ramps) are provided on the sidewalks at many of the intersections of the local streets with the freeway ramp facilities on the project segments of SR-91 and I-15 as shown in Table 3.6.8. Handicap access ramps are also provided on the sidewalks at many of the local street intersections in the vicinity of SR-91 and I-15.

Bicycle Facilities

Bicyclists can cross the project segments of SR-91 and I-15 using the vehicle travel lanes on the local streets crossing these freeways. As shown in Table 3.6.8, the majority of the cross sections of the local streets crossing over or under the freeways do not currently have designated bicycle lanes separate from the vehicle travel lanes.

A Class I bicycle facility provides a paved path for bicyclists separate from any street or highway. A Class II bicycle facility is designated as a striped and signed lane within the street right-of-way and adjacent to vehicle travel lanes. Class III bicycle facilities are designated bicycle routes in road rights-of-way that are noted by signs but without separate striping.

There are existing and planned bicycle facilities designated by the Cities of Anaheim, Corona, and Riverside, and Orange and Riverside Counties in the vicinity of the project segments of SR-91 and I-15, as described in the following sections. As noted above, most of the local streets crossing these freeways do not currently have designated bicycle facilities. The Cities of Norco and Yorba Linda have not identified any existing or planned bicycle facilities in the project area.

County of Orange

The County of Orange General Plan Transportation Element identifies the existing Santa Ana River Trail/Bike Lane as a Class I bikeway from the Orange/Riverside County line to the Pacific Ocean. The Trail/Bike Lane is generally adjacent to the north side of SR-91, east of and in Featherly Regional Park.

County of Riverside

The County of Riverside General Plan Circulation Element identifies the existing Santa Ana River Trail/Bike Lane as a Class I bikeway along Buchanan Street in the project area.

City of Anaheim

The City of Anaheim Bicycle Master Plan identifies the existing Santa Ana River Trail/Bike Lane as a Class I bikeway on the north side of SR-91, east of and in Featherly Regional Park. The City's Bicycle Master Plan also identifies an existing Class II bikeway on the south side of SR-91.

The City's Bicycle Master Plan identifies the following proposed bicycle facilities adjacent to SR-91:

- A proposed top priority Class II bikeway beginning west of SR-241 and extending northeast, crossing SR-241 and then north where it crosses SR-91, and terminating just north of SR-91
- A proposed off-road trail beginning in the southernmost area of SR-241 extending north, crossing SR-91, and terminating in a similar location as the proposed top priority Class II bikeway discussed above
- A proposed off-road trail beginning north of SR-91 and extending south toward SR-91, where, when it reaches SR-91, it is aligned eastbound adjacent to SR-91, eventually crossing SR-91 and traveling south into the CNF
- A proposed third priority Class II bikeway beginning west of SR-241 and south of SR-91

City of Corona

The City of Corona General Plan identifies existing and/or proposed Class I, II, and III bikeways in the City. The General Plan identifies the existing Santa Ana River Trail/Bike Lane as a Class I bikeway within the City boundary. There is an existing Class II bicycle route along Green River Road as described in Table 3.6.8.

Proposed bikeways in the City of Corona include a Class I bicycle trail connecting to an existing Class I bicycle trail that would extend east to west adjacent to SR-91, and Class II, II/III, or III facilities that would cross SR-91 at Serfas Club Drive, Maple Street, Smith Avenue, Main Street, Grand Boulevard, and Buena Vista Avenue. A planned Class II/III bicycle route would extend from Serfas Club Drive just south of SR-91 along Sixth Street, where it would pass into the study area again where it would cross I-15. Proposed Class II, II/III, and III bicycle routes are also planned on Magnolia Avenue, Ontario Avenue, El Cerrito Road, and Cajalco Road, all of which cross I-15.

City of Riverside

The City of Riverside General Plan identifies an existing Class I bikeway along Pierce Street and there is a primary equestrian, bicycle, and pedestrian trail that begins just south of Fillmore Street, as described in Table 3.6.8.

3.6.3 Environmental Consequences

3.6.3.1 Summary of Impacts

In Design Year 2035, Alternatives 1 and 2 would maintain or slightly improve VHT, VHD, and LOS on the SR-91 mainline when compared to 2035 No Build conditions. Under Alternative 1 in Design Year 2035, there would be a 2 percent reduction in

VHT, a decrease of 13,000 hours in VHD, and three freeway segments on SR-91 would be improved from LOS F to LOS D or E when compared to 2035 No Build conditions. On I-15, one segment would worsen from LOS E to LOS F and one segment would improve from LOS F to LOS E under Alternative 1 when compared to 2035 No Build conditions.

In Design Year 2035, under Alternative 2, there would be a 4 percent reduction in VHT, a decrease of 23,000 hours in VHD, and six segments on the SR-91 mainline would improve from LOS F to LOS D or E when compared to 2035 No Build conditions. On I-15, two segments would improve from LOS F to LOS E and one segment would worsen to LOS F under Alternative 2 when compared to 2035 No Build conditions.

When the Alternative 1 and 2 Ultimate Projects are applied to Baseline/Existing (2007) conditions, travel times on the SR-91 GP lanes and HOV/express lanes are expected to be greatly reduced while travel speeds in the SR-91 GP lanes and HOV/express lanes are expected to be improved throughout the corridor.

The Initial Phases of the Build Alternatives provide the ultimate improvements at all local interchanges except at Green River Road and McKinley Avenue. Local frontage roads will be improved to ultimate widths and locations in the Initial Phases of Alternatives 1 and 2. Auxiliary lanes between local interchanges in Alternatives 1 and 2 will be provided in the Initial Phases.

When the Initial Phases of Alternatives 1 and 2 are applied to Baseline/Existing (2007) conditions, travel times on the SR-91 GP lanes and HOV/tolled express lanes would have the same results within the limits of the Initial Phase. West of SR-71, the HOV/tolled express lanes will provide improved travel times even with the deferral of the GP lanes to the Ultimate Project. Deferral of the GP lanes west of SR-71 and east of I-15 to the Ultimate Project will not cause bottlenecks along the corridor because the lane drops where the Initial Phase improvements would be converted to join the existing conditions occur at freeway-to-freeway interchanges.

Alternatives 1 and 2 would result in permanent impacts to some intersections, but these impacts would not be adverse based on implementation of Measure T-3. Measure T-3, provided later in Section 3.6.4, identifies the intersections that would be affected, the improvements that would be provided at the affected intersections, and the operational characteristics of the affected intersections after implementation of those improvements.

In Design Year 2035, Alternatives 1 and 2 would provide an overall positive improvement to pedestrian and bicycle facilities within the project limits with improved sidewalks on the arterials crossing SR-91. A segment of the Santa Ana River Trail/Bike Lane in the City of Corona would be relocated to the north and farther away from SR-91, which would improve the bicycling experience in that area. Each local street overcrossing and undercrossing affected by the project would include sidewalks; no sidewalks or bicycle lanes/paths would be removed under Alternatives 1 and 2.

On the local streets that cross under SR-91 and I-15, the widened freeway bridge structures would result in widened undercrossings, which would increase the length of those roads and sidewalks that are in the undercrossings. As shown later on Table 3.6.32, the lengths of the crossings under the widened freeways would range from 145 to 519 ft, depending on the individual crossing and the freeway structures at the crossing, and the Build Alternative and the design variation. As a result of the widened mainline and modified ramp structures, the lengths of the crossings under the widened freeway under Alternatives 1 and 2 would be longer than the crossings under the existing freeway facilities. The new parts of the undercrossings would include lighting consistent with local standards for both vehicles and pedestrians. However, the segments of those roads under the existing overcrossings could experience a reduction in the amount of natural light, which could be perceived by pedestrians and bicyclists as adversely affecting their experiences crossing under SR-91. Measure T-4 addresses lighting in the undercrossings during final design, including the provision of appropriate lighting in the new parts of the undercrossings and the provision of additional lighting in the existing parts of the undercrossings if determined to be necessary. In addition, Measure V-1, provided in Section 3.7, Visual/Aesthetics, provides for textured and site-specific aesthetic features on the paved slopes in areas with bicyclist and pedestrian viewers such as the areas in the undercrossings.

Construction of Alternatives 1 and 2 would require closure of ramps and/or connectors for periods of time or on weekends. Preliminary staging plans, which would be finalized during final design, were developed to ensure that the closure durations are minimized and every effort is made to prevent concurrent multiple closures. For longer closures that may occur during construction of Alternatives 1 and 2, appropriate detour routes would be provided. The temporary adverse impacts to traffic during construction of Alternatives 1 and 2 would be minimized with the implementation of Measures T-1 and T-2.

Temporary sidewalk closures at certain crossings would occur during construction. These closures may temporarily impact ADA-compliant accessibility in the project limits. On-street bicycle facilities along the Green River Road and Magnolia Avenue crossings at SR-91 may also be closed temporarily. Depending on the types of construction activities and the length of those activities, some sidewalk and bicycle lanes could be closed for months or longer. For all closures longer than 1 day, the design/build contractor will be required to provide pedestrian/bicycle facility detours and/or temporary pathways. These types of temporary detour facilities will be developed and implemented as part of the TMP described later in Measure T-1.

It is possible that a short segment of the Santa Ana River Trail/Bike Lane west of Green River Golf Club and east of Featherly Regional Park may be closed temporarily for very limited periods (hours/days) during construction for the safety of the Trail/Bike Lane users and construction personnel. Alternate routes would be provided. The temporary adverse impacts to pedestrian and bicycle facilities under Alternatives 1 and 2 would be minimized based on implementation of Measure T-1.

Summary of Impacts for Alternative 2f

Alternative 2f has been identified as the Preferred Alternative. The Alternative 2f Ultimate Project would result in improvements in VHT, VHD, and LOS on the SR-91 mainline when compared to 2035 No Build conditions. In Design Year 2035, there would be a 4 percent reduction in VHT and a decrease of 23,000 hours in VHD, and six segments on the SR-91 mainline would improve under the Alternative 2f Ultimate Project from LOS F to LOS D or E when compared to 2035 No Build conditions. On I-15, two segments would improve from LOS F to LOS E and one segment would worsen to LOS F under the Alternative 2 Ultimate Project when compared to 2035 No Build conditions. For the Initial Phase of Alternative 2f, the same results would occur within the limits of the Initial Phase.

The Alternative 2f Initial Phase and Ultimate Project would improve pedestrian and bicycle facilities within the project limits with improved sidewalks on the arterials crossing SR-91. On the local streets that cross under SR-91 and I-15, the widened freeway bridge structures under the Alternative 2f Initial Phase and Ultimate Project would also result in widened undercrossings, which would increase the length of those roads and sidewalks that are in the undercrossings. The new parts of the affected undercrossings would include lighting consistent with local standards for both vehicles and pedestrians.

Construction of the Alternative 2f Initial Phase and Ultimate Project would also require closure of ramps and/or connectors for periods of time or on weekends; the durations of those closures would be minimized. The temporary adverse impacts to traffic during construction of the Alternative 2f Initial Phase and Ultimate Project would be minimized with the implementation of Measures T-1 and T-2.

During construction of the Alternative 2f Initial Phase and Ultimate Project, there may be temporary closures of sidewalks at certain crossings. These closures may temporarily impact ADA-compliant accessibility in the project limits. On-street bicycle facilities along the Green River Road and Magnolia Avenue crossings at SR-91 may also be closed temporarily. It is possible that a short segment of the Santa Ana River Trail/Bike Lane west of the Green River Golf Club and east of Featherly Regional Park may be closed temporarily for very limited periods (hours/days) during construction for the safety of the Trail/Bike Lane users and construction personnel. Alternate routes would be provided. The temporary adverse impacts to pedestrian and bicycle facilities under the Alternative 2f Initial Phase and Ultimate Project would be minimized based on implementation of Measure T-1.

3.6.3.2 Permanent Impacts

Initial Phases of Alternatives 1 and 2 (2015)

Each of the alternatives would add one GP lane on SR-91 in each direction. These additions would be continuous throughout the project limits. Both Alternatives 1 and 2 would also provide auxiliary lanes or collector-distributor roads at traffic interchanges and would modify interchange geometrics to improve traffic operations. Local access from all current interchanges is expected to be maintained except at West Grand Boulevard, where the existing nonstandard half-diamond interchange ramps would be removed and replaced with improved local connectivity to the Lincoln Avenue interchange. Therefore, the project would improve traffic patterns for residents and businesses.

For the 2015 traffic analysis, the Initial Phases of Alternatives 1 and 2 are considered to be the same and would result in similar design features and comparable traffic impacts. The 2015 analysis considered the project improvements in the Initial Phase of Alternative 2. The 2015 Initial Phase of Alternative 2 SR-91 corridor daily VMT, VHT, VHD, and peak-hour travel time are described below. The LOS for the study area freeway mainline segments, ramps, and intersections were analyzed for 2015 with the Initial Phase of Alternative 2 as discussed in the following sections.

Freeway Corridor Daily VMT, VHT, VHD, and Peak-Hour Travel Time

The 2015 Initial Phase of Alternative 2 daily VMT, VHT, and VHD are shown in Table 3.6.9. As shown, the total daily freeway non-toll VMT is forecast to increase marginally through the SR-91 corridor when compared to 2015 No Build conditions. Correspondingly, the VHT and VHD are forecast to decrease by 2.3 percent and 5.2 percent, respectively, through the SR-91 corridor.

Table 3.6.10 shows the travel times and speeds through the SR-91 corridor from I-15 to SR-241 for the 2015 Initial Phase of Alternative 2. As shown, the westbound travel time is forecast to decrease by 3.5 minutes and the travel speed is forecast to increase by 2.1 mph in the a.m. peak hour for GP-lane vehicles compared to 2015 No Build conditions. For HOV/express lane vehicles, the a.m. peak-hour westbound travel time is forecast to decrease by 6.4 minutes and the travel speed is forecast to increase by 19.8 mph. The eastbound travel time is forecast to decrease by 8.5 minutes and the travel speed is forecast to increase by 1.1 mph in the p.m. peak hour for GP-lane vehicles compared to 2015 No Build conditions. For HOV/express lane vehicles, the p.m. peak-hour eastbound travel time is forecast to decrease by 27.2 minutes and the travel speed is forecast to increase by 37.6 mph.

With substantial traffic growth from 2007 to 2015, as shown in Table 3.6.9, traffic under 2015 No Build conditions is forecast to be more congested than Baseline/ Existing (2007) conditions. The Initial Phases of the Build Alternatives are forecast to improve regionwide traffic under 2015 conditions; therefore, the project would have similar benefits to the Baseline/Existing (2007) conditions with reductions in VHT and VHD by approximately 2 and 5 percent, respectively. In addition, with less regionwide traffic and local traffic under Baseline/Existing (2007) conditions compared to 2015 No Build conditions, when the Initial Phases of the Build Alternatives are applied to Baseline/Existing (2007) conditions, travel times on the SR-91 GP lanes and HOV/express lanes within the limits of the Initial Phase are expected to be greatly reduced while travel speeds in the SR-91 GP lanes and HOV/ express lanes are expected to be improved.

Freeway Segment LOS

The 2015 Initial Phase of Alternative 2 LOS for each freeway segment is shown in Table 3.6.11. As shown, all SR-91 eastbound freeway segments are forecast to operate at acceptable LOS in 2015 in the a.m. peak hour; however, the segment between Gypsum Canyon Road and Green River Road is forecast to be deficient during the p.m. peak hour. This is because the Initial Phase of Alternative 2 does not

include the additional GP lane, which is included in Alternative 2 in 2035. In the a.m. peak hour, 3 SR-91 westbound segments are forecast to operate at LOS F compared to 10 deficient segments under the No Build condition.

When the 2015 Initial Phase of Alternative 2 LOS are compared to the 2015 No Build Alternative LOS, 15 freeway segments on SR-91 would be improved from LOS F to LOS E or better with the project. On I-15, the 2015 Initial Phase of Alternative 2 freeway segments are generally consistent with the 2015 No Build Alternative.

As shown in Table 3.6.11, when the Initial Phase of Alternative 2 is compared to Baseline/Existing (2007) conditions, the traffic congestion on SR-91 is also expected to be relieved. Based on the project benefits derived from comparing the 2015 Build Alternatives and No Build conditions, most of the deficient segments on SR-91 westbound in the a.m. peak hour and eastbound in the p.m. peak hour would be improved to operate at acceptable LOS under Baseline/Existing (2007) conditions. However, the SR-91 GP lanes from SR-241 to Green River Road and from I-15 to Pierce Street will remain deficient as these segments are not forecast to be improved under the 2015 Initial Phases of the Build Alternatives and therefore are not forecast to be improved under Baseline/Existing (2007) conditions.

Freeway Ramp LOS

Table 3.6.12 shows the freeway ramp LOS in 2015 with the Initial Phase of Alternative 2. When compared to the No Build Alternative, fewer ramps are forecast to operate at LOS F, especially in the vicinity of the Lincoln Avenue and Main Street interchanges on SR-91 under the Initial Phase of Alternative 2. In 2015 with the Initial Phase of Alternative 2, 17 ramps in the a.m. peak hour and 10 ramps in the p.m. peak hour would operate at LOS F, respectively. As shown in Table 3.6.12, the Initial Phase of Alternative 2 improves freeway ramp operations at many locations, and approximately 10 freeway ramp deficiencies along SR-91 are expected to be improved to operate at acceptable LOS when compared to Baseline/Existing (2007) conditions.

Intersection LOS

Table 3.6.13 shows the LOS for the study area intersections in 2015 with the Initial Phase of Alternative 2. As shown, five intersections in the a.m. peak hour and five intersections in the p.m. peak hour would operate with unacceptable LOS E or F. Fewer intersections under the Initial Phase of Alternative 2 would operate at

unacceptable LOS in the p.m. peak hour compared to the 2015 No Build Alternative. Recommended intersection improvements are discussed in subsequent sections.

Analysis of the intersection LOS with the design variations at Auto Center Drive/Maple Street, Lincoln Avenue, and Mid-City Access was prepared using the forecast traffic volumes for the Initial Phase of Alternative 2. The traffic analysis of those design variations is described in the following paragraphs.

- **Auto Center Drive/Maple Street:** In the 2015 Initial Phase of Alternative 2, one of the eight intersections affected by this design variation is forecast to operate at LOS F, as shown in Table 3.6.14. With this design variation, the Maple Street/ SR-91 eastbound ramp intersection would deteriorate from LOS D to LOS F.
- **Lincoln Avenue:** In the 2015 Initial Phase of Alternative 2, two of the six intersections affected by this design variation are forecast to operate at LOS F, as shown in Table 3.6.15. With this design variation, one deficient intersection (Lincoln Avenue/SR-91 eastbound ramps) would be removed and a new intersection would be added (SR-91 eastbound ramps/D Street), which would operate at LOS F. The intersection of Lincoln Avenue/D Street would deteriorate from LOS C to F with this design variation.
- **Mid-City Access:** The Mid-City Access at Smith Avenue would serve as an access point to the SR-91 westbound express lane and an egress point from the SR-91 eastbound express lane to Smith Avenue. Four design alternatives at this location were evaluated: (1) with the base assumptions at Maple Street and Lincoln Avenue, (2) with the Maple Street design variation only, (3) with the Lincoln Avenue design variation only, and (4) with both the Maple Street and Lincoln Avenue design variations. The 13 intersections associated with the Maple Street, Smith Avenue, and Lincoln Avenue interchanges were evaluated. In the 2015 base condition (Alternative 2 without Mid-City Access), 2 of the 13 intersections are forecast to operate at unacceptable LOS E or F. When Mid-City Access is evaluated without the Maple Street or Lincoln Avenue design variations, two intersections would operate at LOS E or F, as shown in Table 3.6.16. With Mid-City Access and the Maple Street design variation only, three intersections would operate at unacceptable LOS E or F, as shown in Table 3.6.17. When Mid-City Access is evaluated with only the Lincoln Avenue design variation, two intersections would operate at unacceptable LOS E or F, and SR-91 eastbound ramps/D Street would improve from LOS F to E, as shown in Table 3.6.18. With Mid-City Access and the design variations at Maple Street and Lincoln Avenue, three intersections would operate at unacceptable LOS E or F,

and SR-91 eastbound ramps/D Street would improve from LOS F to E, as shown in Table 3.6.19.

As shown in Table 3.6.13, the intersection LOS under the 2015 Initial Phase of Alternative 2 are generally improved when compared to 2015 No Build conditions within the limits of the Initial Phase. The intersections that are deficient under both Baseline/Existing (2007) and 2015 No Build conditions are improved under the 2015 Initial Phase of Alternative 2 compared to Baseline/Existing (2007) conditions. However, the LOS at the intersection of Lincoln Avenue and the SR-91 eastbound ramps may deteriorate due to the elimination of the West Grand Boulevard ramp and the reconfiguration of the Lincoln Avenue ramps proposed in the Initial Phase of Alternative 2.

Pedestrian and Bicycle Facilities

The Initial Phases of Alternatives 1 and 2 include the relocation of a segment of the Santa Ana River Trail/Bike Lane farther and away from SR-91, which will improve the bicycling experience in that area.

Refer to the discussion of pedestrian and bicycle facilities in the following section for other benefits and impacts for Alternatives 1 and 2 in Design Year 2035. The benefits and impacts of Alternatives 1 and 2 in 2035 would also apply to the Initial Phases of Alternatives 1 and 2 when those phases include modifications to the local streets or bicycle/trail facilities crossing SR-91 and I-15, including appropriate modifications to sidewalks, bicycle facilities, and lighting in the undercrossings and on the overcrossings.

Alternatives 1 and 2 (Design Year 2035)

Each of the alternatives would add one GP lane on SR-91 in each direction. These additions would be continuous throughout the project limits. Both Alternatives 1 and 2 would also provide auxiliary lanes or collector-distributor roads at traffic interchanges and would modify interchange geometrics to improve traffic operations. Local access from all current interchanges is expected to be maintained except at West Grand Boulevard, where the existing nonstandard half-diamond interchange ramps would be removed and replaced with improved local connectivity to the Lincoln Avenue interchange. Therefore, the project would improve traffic patterns for residents and businesses.

The Design Year 2035 Alternative 1 and 2 SR-91 corridor daily VMT, VHT, VHD, and peak-hour travel times are described below. The LOS for the study area freeway

mainline, ramps, and intersections were analyzed for Alternatives 1 and 2 for Design Year 2035 as discussed in the following sections. As noted earlier, Design Year 2035 represents conditions with Alternatives 1 and 2. A design variation sensitivity analysis was also prepared for the intersections affected by each design variation. The intersection LOS for each design variation was calculated using the forecasted traffic volumes for Alternative 2 and are discussed in the Intersection LOS section below.

Freeway Corridor Daily VMT, VHT, VHD, and Peak-Hour Travel Time

The Design Year 2035 Alternative 1 and 2 daily VMT, VHT, and VHD are shown in Table 3.6.20. As shown, a slight increase in VMT (i.e., less than 1 percent) is forecast over 2035 No Build conditions due to additional traffic demand for the SR-91 corridor under Alternatives 1 and 2. The increased capacity along the SR-91 corridor (i.e., the addition of one GP lane in each direction) would result in a 2 percent reduction in VHT for Alternative 1 and a 4 percent reduction in VHT for Alternative 2 when compared to No Build conditions. Approximately 13,000 VHD and 23,000 VHD are saved for Alternatives 1 and 2, respectively, when compared to Design Year 2035 No Build Conditions.

When Alternative 1 and 2 conditions are compared to Baseline/Existing (2007) conditions, the capacity increase of the SR-91 GP lanes and HOV/express lanes will attract more traffic from local streets, which may result in slightly higher VMT. However, with local traffic being diverted to the freeway, congestion on local arterials and intersections will be partially relieved. Based on the project benefits shown in the comparison between 2035 No Build and 2035 Alternative 1 and 2 conditions in Table 3.6.20, the Build Alternatives will reduce VHT and VHD on SR-91 by 5 to 10 percent when compared to the Baseline/Existing (2007) conditions.

Table 3.6.21 shows the travel times and speeds through the SR-91 corridor from I-15 to SR-241 for Design Year 2035 with Alternatives 1 and 2. As shown, Alternative 1 westbound travel time is forecast to decrease by 6.6 minutes and the travel speed is forecast to increase by 2.9 mph in the a.m. peak hour for GP-lane vehicles compared to Design Year 2035 No Build conditions. For HOV/express lane vehicles, the a.m. peak-hour westbound travel time is forecast to decrease by 2.4 minutes and the travel speed is forecast to increase by 2.8 mph. The eastbound travel time is forecast to decrease by 13.1 minutes and the travel speed is forecast to increase by 1.4 mph in the p.m. peak hour for GP-lane vehicles compared to Design Year 2035 No Build conditions. For HOV/express lane vehicles, the p.m. peak-hour eastbound travel time

is forecast to increase by 1.1 minutes and the travel speed is forecast to decrease by 0.3 mph.

As shown in Table 3.6.21, Alternative 2 westbound travel time is forecast to decrease by 5.9 minutes and the travel speed is forecast to increase by 2.5 mph in the a.m. peak hour for GP-lane vehicles compared to Design Year 2035 No Build conditions. For HOV/express lane vehicles, the a.m. peak-hour westbound travel time is forecast to decrease by 13.3 minutes and the travel speed is forecast to increase by 28.4 mph. The eastbound travel time is forecast to decrease by 12.7 minutes and the travel speed is forecast to increase by 1.4 mph in the p.m. peak hour for GP-lane vehicles compared to Design Year 2035 No Build conditions. For HOV/express lane vehicles, the p.m. peak-hour eastbound travel time is forecast to decrease by 33.2 minutes and the travel speed is forecast to increase by 35.3 mph.

When 2035 No Build conditions are compared to the Baseline/Existing (2007) conditions shown in Table 3.6.10, travel time on SR-91westbound in the a.m. peak hour and SR-91 eastbound in the p.m. peak hour is forecast to increase by 50 percent. As mentioned above, travel time and travel speed on SR-91 are expected to be substantially improved when the Build Alternatives are compared to 2035 No Build conditions. The Build Alternatives will greatly relieve the existing traffic congestion on SR-91 as well as result in a substantial reduction in travel time and an increase in travel speed.

Freeway Segment LOS

The Design Year 2035 LOS for each freeway segment under Alternatives 1 and 2 are shown in Table 3.6.22. As shown, under Alternative 1, 18 freeway segments in the a.m. peak hour and 23 freeway segments in the p.m. peak hour are forecast to operate at LOS F. Under Alternative 2, 17 freeway segments in the a.m. peak hour and 19 freeway segments in the p.m. peak hour are forecast to operate at LOS F. Under Alternatives 1 and 2, the segments on SR-91 are congested westbound during the a.m. peak hour and eastbound during the p.m. peak hour. Most segments on I-15 are forecast to be congested during both the a.m. and p.m. peak hours under Alternatives 1 and 2.

When the Design Year 2035 Alternative 1 LOS is compared to the 2035 No Build Alternative LOS, three freeway segments on SR-91 would be improved from LOS F to LOS D or E under Alternative 1. On I-15, one segment would worsen from LOS E to F, and one segment would improve from LOS F to LOS E. Under Alternative 2 in Design Year 2035, six segments on SR-91 would improve from LOS F to LOS D or

E, and on I-15, two segments would improve from LOS F to LOS E and one segment would worsen to LOS F compared to the No Build Alternative in 2035.

Because traffic is less congested under the Baseline/Existing (2007) conditions than under the 2035 No Build conditions, the SR-91 segments would generally operate better with reductions in traffic densities when the Ultimate Projects of the Build Alternatives are applied to Baseline/Existing (2007) conditions. Comparing Alternative 1 to Baseline/Existing (2007) conditions, two currently deficient segments on SR-91 will be improved to LOS D or better. Comparing Alternative 2 to the Baseline/Existing (2007) conditions shown in Table 3.6.11, three segments on SR-91 that are currently deficient will be improved to an acceptable LOS.

Freeway Ramp LOS

Table 3.6.23 shows the freeway ramp LOS in Design Year 2035 for Alternatives 1 and 2. As shown, fewer ramps operate at LOS F under Alternative 2, especially in the vicinity of the Lincoln Avenue and Main Street interchanges on SR-91. In the Design Year 2035 No Build Alternative, 43 ramps in the a.m. peak hour and 41 ramps in the p.m. peak hour would operate at LOS F. In 2035 with Alternative 1, 34 ramps and 40 ramps would operate at LOS F in the a.m. and p.m. peak hours, respectively. Under Alternative 2, 33 and 36 ramps would operate at LOS F in the a.m. and p.m. peak hours, respectively. Alternatives 1 and 2 would both result in fewer ramps operating at LOS F than under the No Build Alternative. Because background traffic is expected to grow substantially from 2015 to 2035, the project benefits of Alternatives 1 and 2 to the study freeway ramps are not as substantial as that under 2015 conditions. In addition, with additional capacity on SR-91 under the Ultimate Projects of the Build Alternatives, more local traffic is forecast to shift to the freeway, which will potentially deteriorate the operations at freeway ramps. When the LOS benefits of Alternatives 1 and 2 associated with ramp reconfigurations are applied to the Baseline/Existing (2007) conditions shown in Table 3.6.12, the deficient SR-91 ramps at Auto Center Drive and Maple Street will be improved to operate at acceptable LOSs.

Intersection LOS

Table 3.6.24 shows the LOS for the study area intersections in Design Year 2035 under Alternatives 1 and 2. As shown, the same intersections would operate at unacceptable LOS E or F under Alternatives 1 and 2. In the Design Year 2035 No Build Alternative, 12 intersections in the a.m. peak hour and 14 intersections in the p.m. peak hour would operate with unacceptable LOS E or F. Under Alternative 1, 12 intersections in the a.m. peak hour and 13 intersections in the p.m. peak hour

would operate at LOS E or F. Under Alternative 2, 13 intersections in both the a.m. and p.m. peak hours would operate at LOS E or F. However, with Alternative 1, the LOS at two intersections would worsen when compared to the Design Year 2035 Baseline. Four intersections would worsen with implementation of Alternative 2. Alternatives 1 and 2 would result in fewer intersections operating at unacceptable LOS in the p.m. peak hour than under the No Build Alternative. Recommended intersection improvements are discussed in subsequent sections.

The Design Year 2035 analysis of the intersection LOS with the design variations at Auto Center Drive/Maple Street, Lincoln Avenue, and Mid-City Access was prepared using the forecast Alternative 2 traffic volumes. The traffic analysis of those design variations is described below and summarized in Tables 3.6.25 through 3.6.30.

- **Auto Center Drive/Maple Street:** In the Design Year 2035 with Alternative 2, four of the eight intersections affected by this design variation are forecast to operate at LOS E or F, as shown in Table 3.6.25. With this design variation, the Maple Street/SR-91 eastbound ramp intersection would deteriorate from LOS D to F. The Paseo Grande (SR-91 eastbound on-ramp)/Sixth Street intersection would deteriorate from LOS D to E.
- **Lincoln Avenue:** In the Design Year 2035 with Alternative 2, two of the six intersections affected by this design variation are forecast to operate at LOS E or F, as shown in Table 3.6.26. With this design variation, one deficient intersection (Lincoln Avenue/SR-91 eastbound ramps) would be removed and a new intersection would be added (SR-91 eastbound ramps/D Street) that would operate at LOS F. The intersection of Lincoln Avenue/D Street would deteriorate from LOS C to F with this design variation.
- **Mid-City Access:** The Mid-City Access at Smith Avenue would serve as an access point to the SR-91 westbound express lane and an egress point from the SR-91 eastbound express lane to Smith Avenue. Four design alternatives have been evaluated: (1) with the base assumptions at Maple Street and Lincoln Avenue, (2) with the Maple Street design variation only, (3) with the Lincoln Avenue design variation only, and (4) with both the Maple Street and Lincoln Avenue design variations. The 13 intersections associated with the Maple Street, Smith Avenue, and Lincoln Avenue interchanges were evaluated under 2035 conditions. In the 2035 base condition (Alternative 2 without Mid-City Access), 4 of the 13 intersections are forecast to operate at unacceptable LOS E or F. When Mid-City Access is evaluated without the Maple Street or Lincoln Avenue design

variations, 4 intersections would operate at LOS E or F, as shown in Table 3.6.27. Smith Avenue/Railroad Street would deteriorate from LOS D to E, and Lincoln Avenue/SR-91 westbound ramps would improve from LOS F to E. With Mid-City Access and the Maple Street design variation only, 6 intersections would operate at unacceptable LOS E or F, as shown in Table 3.6.28. Smith Avenue/Railroad Street would deteriorate from LOS D to E, and Lincoln Avenue/SR-91 westbound ramps would improve from LOS F to E. When Mid-City Access is evaluated with only the Lincoln Avenue design variation, 5 intersections would operate at unacceptable LOS E or F, and SR-91 eastbound ramps/D Street would deteriorate from LOS D to E, as shown in Table 3.6.29. With Mid-City Access and the design variations at Maple Street and Lincoln Avenue, 7 intersections would operate at unacceptable LOS E or F, and Smith Avenue/Railroad Street would deteriorate from LOS D to E, as shown in Table 3.6.30.

The intersection performance under 2035 Alternatives 1 and 2 is slightly improved when compared to 2035 No Build conditions. However, due to substantial growth in the background traffic under the 2035 No Build conditions, the additional capacity on SR-91 under the Alternative 1 and 2 conditions provides less improvement to the SR-91 corridor intersections when compared to the project impacts under 2015 conditions. When the Ultimate Projects of the Build Alternatives along with the ramp reconfigurations are applied to the Baseline/Existing (2007) conditions shown in Table 3.6.13, several intersections that are currently deficient will be improved to acceptable LOSs. The ramp reconfigurations at Maple Street will improve the currently deficient intersections along Maple Street to operate at LOS D or better, while the proposed elimination of the West Grand Boulevard ramps will result in local traffic accessing the freeway via the Lincoln Avenue ramps. Hence, the performance of the ramp termini at Lincoln Avenue may deteriorate when the Ultimate Projects of the Build Alternatives are compared to Baseline/Existing (2007) conditions.

Pedestrian and Bicycle Facilities

The project would provide an overall positive improvement to pedestrian and bicycle facilities within the project limits with improved sidewalks on the arterials crossing SR-91. The majority of the sidewalks replaced under Alternatives 1 and 2 would be ADA compliant. Table 3.6.31 provides details of the improvements to pedestrian and bicycle facilities included in Alternatives 1 and 2.

Existing bicycle facilities at crossings on SR-91 would be replaced in kind to maintain existing bicycle access or designed to allow for improved bicycle access as shown in Table 3.6.31. All improvements to pedestrian and bicycle facilities would be designed and constructed to the local jurisdiction's applicable code.

On the local streets that cross under SR-91 and I-15, the widened freeway would result in widened bridges, and the lengths of those roads and sidewalks that are in undercrossings as they cross under the freeways would be increased. The new parts of the overcrossings would include lighting consistent with local standards for both vehicles and pedestrians. However, the segments of those roads under the existing overcrossings would experience a reduction in the amount of natural light, which could be perceived by pedestrians and bicyclists as adversely affecting their experiences crossing under SR-91. Table 3.6.32 identifies the individual undercrossings that would be lengthened under the Build Alternatives. The changes in the lengths of the undercrossings would vary under Alternatives 1 and 2. Table 3.6.32 shows the maximum widths of the widened overcrossings under Alternatives 1 and 2 and their design variations, including Alternative 2f. Measure T-4 addresses lighting in the undercrossings during final design, including the provision of appropriate lighting in the new parts of the undercrossings and the provision of additional lighting in the existing parts of the undercrossings if determined to be necessary. In addition, Measure V-1 provides for textured and site-specific aesthetic features on paved slopes in areas with bicyclist and pedestrian viewers, such as the areas in the undercrossings, to improve views of the freeway structures in the undercrossings.

As shown in Table 3.6-33, several streets cross over the freeways on overcrossing structures. When the mainline freeways are widened under Alternatives 1 and 2, the lengths of the overcrossings would increase to span the wider freeway. As a result, the amount of time pedestrians and bicyclists spend on the overcrossings would increase compared to existing conditions because of the longer overcrossing structures. As a result, some pedestrians and bicyclists may perceive the longer overcrossings as negatively affecting their experiences as they cross the freeways.

In summary, although Alternatives 1 and 2 would generally result in improved pedestrian and bicycle facilities at the crossings of SR-91 and I-15, some users may perceive the longer undercrossings and overcrossings as adversely affecting their experiences as they cross the freeways. Some pedestrians and bicyclists may consider the longer overcrossings and undercrossings as sufficiently negative to discourage travel across the freeways at those locations.

Because the specific alignments and cross sections of proposed bicycle facilities in the study area are not known at this time and right-of-way has not been identified or reserved for those facilities, it is not possible to identify the potential for the SR-91 Build Alternatives to impact those facilities. However, if any of these proposed facilities are constructed prior to the construction of Alternatives 1 or 2, potential project effects to those facilities would be similar to the effects described above for the existing facilities in the project area.

No Build Alternative

The No Build Alternative would not provide any road improvements in the traffic study area. As a result, traffic congestion would continue to increase on the project segments of SR-91 and I-15, and at the ramps on those freeway segments. LOS would continue to deteriorate due to forecasted increases in traffic volumes among the Baseline/Existing (2007), 2015, and Design Year 2035 conditions. The traffic conditions under the No Build Alternative are shown in Tables 3.6.3 through 3.6.7 for the freeway corridor, mainline segments, freeway ramps, and intersections.

3.6.3.3 Temporary Impacts

Temporary Closures Under Alternatives 1 and 2

As part of the widening of SR-91 under Alternatives 1 and 2, some freeway ramps and connectors would require major reconstruction or realignment. Complete closure of the ramps or connectors would be required for certain periods of time or on weekends during construction of Alternatives 1 and 2. Ramp closure scenarios were evaluated to ensure minimal inconvenience to the traveling public. Preliminary construction staging plans were developed to ensure that the closure durations would be minimized and, if at all possible, that there would be no concurrent multiple closures.

The ramp or connector closures, which are required on SR-91 in each construction stage, were evaluated using the macroscopic simulation software FREQ. This software was used to simulate the mainline freeway operation on SR-91 for different ramp closure scenarios and durations to ensure that the numbers of closures and the duration of each closure would be minimized and that the freeway operations would not be substantially affected.

Table 3.6.34 provides a summary of the additional travel time and delays along SR-91 that would be associated with the connector closures considered to have a high impact on both directions along the SR-91 mainline. Table 3.6.35 provides a summary of the additional travel time and delays along SR-91 that would be

associated with the ramp closures. The additional travel time and delays reported in these tables are compared to free-flow conditions.

Table 3.6.36 summarizes the ramp and freeway connector closures during construction of the Initial Phases of Alternatives 1 and 2 and Alternatives 1 and 2 on SR-91, as well as the additional travel time along temporary detour routes that would result from each closure. As shown on Table 3.6.35, closures would range from as short a period as one weekend to as long as 12 months. Many of those closures would occur on both weekdays and weekends. As a result, particularly for the longer closures, travelers in the areas near the closures would be substantially affected and would need to use detour routes, which are described in the following sections, to complete their trips in those areas.

The closures would occur as construction occurs on each ramp or connector in the Initial Phases of Alternatives 1 and 2, or Alternatives 1 and 2.

The project will not require any ramp or connector closures on I-15. Therefore, no ramp closure analysis was conducted for the project segment of I-15.

Temporary Detours Under Alternatives 1 and 2

Preliminary primary detour routes were identified in the *Final Ramp Closure Study* for each ramp or connector closure. The detours were developed by evaluating the circulation system and identifying the most likely and simplest detours the public would use. For some major freeway ramps and connectors, multiple primary detour routes were identified.

Field driving surveys were conducted on January 6 and 7, 2009, under non-peak-hour or free-flow conditions between 9:00 a.m. and 3:00 p.m. for the primary detour routes to determine whether unreasonable inconvenience would occur as a result of the detours. The estimated travel time delay analysis indicated that a 1- to 6-minute delay occurred when comparing the travel times of the existing routes to the travel times on the primary detour routes under non-peak-hour conditions. The travel times for the following detour routes may experience additional delays due to the at-grade railroad crossings in these areas:

- Eastbound SR-91 at the McKinley Street northbound on-ramp and the Buchanan Avenue northbound overpass
- Westbound SR-91 at the McKinley Street northbound off-ramp and the Buchanan Avenue southbound overpass

Table 3.6.35 provides a summary of the LOS that would be experienced at the signalized intersections along the temporary detour routes with the various ramp closure scenarios.

The temporary detours would apply to the Initial Phases of Alternatives 1 and 2 and to Alternatives 1 and 2, as needed, as the ramp and connector closures described above occur.

Temporary Impacts to Pedestrian and Bicycle Facilities Under Alternatives 1 and 2

During construction of Alternatives 1 and 2, the existing cross sections on local streets crossing the project segments of SR-91 and I-15 may be narrowed or reduced to accommodate the temporary construction activities. As a result, sidewalks may be temporarily closed at these crossings. In addition, the on-street bicycle facilities on local streets at their crossings of SR-91 may be temporarily closed so that the reduced street cross section can provide sufficient vehicle travel lanes to accommodate vehicle traffic. As a result, pedestrian and bicycle access on local streets across the project segments of SR-91 and I-15 may be temporarily disrupted during construction.

As shown in Table 3.6.31, there are pedestrian facilities on the local streets crossing the project alignment, many of which provide ADA-compliant accessibility. Because many of those local streets would be closed temporarily during project construction, ADA accessibility would also be affected during those closures.

It is possible that short segments of the Santa Ana River Trail/Bike Lane west of the Green River Golf Club and east of Featherly Regional Park may be closed temporarily during construction for the safety of users of the trail and the construction personnel. These closures are anticipated to be of very limited durations (e.g., hours and days) and alternate routes would be provided.

No Build Alternative

Under the No Build Alternative, there would be no project improvements. Therefore, no temporary traffic impacts associated with construction would occur on the project segments of SR-91 and I-15 under the No Build Alternative.

3.6.4 Avoidance, Minimization, and/or Mitigation Measures

Measures T-1 and T-2, which would be required for the Initial Phases and Ultimate Projects under the SR-91 CIP Build Alternatives, address short-term adverse traffic impacts during construction.

T-1 **Transportation Management Plan.** A Preliminary TMP (May 2010) was prepared during the development of the preliminary engineering for the project. The purpose of the TMP is to address the short-term traffic impacts during construction of the project. The objectives of the TMP are to:

- Maintain traffic safety during construction
- Effectively maintain an acceptable level of traffic flow throughout the transportation system during construction
- Minimize traffic delays and facilitate reduction of overall duration of construction activities
- Minimize detours and impacts to pedestrians and bicyclists
- Foster public awareness of the project and related impacts
- Achieve public acceptance of construction of the project and the Final TMP measures.

During final design, the RCTC Project Engineer will direct a qualified traffic engineer to prepare the Final TMP, based on the Preliminary TMP prepared during the preliminary engineering. RCTC will submit the Final TMP to the Department for review and approval during final design and prior to any construction activities.

The existing Preliminary TMP contains the following elements intended to reduce traveler delay and enhance traveler safety. These elements will be refined during final design and incorporated in the Final TMP for implementation during project construction:

- **Public Information/Public Awareness Campaign (PAC).** The primary goal of the PAC is to educate motorists, business owners/ operators, residents, elected officials, and government agencies about construction activities and associated impacts. The PAC is an important tool for reaching target audiences with important construction project information and will include, but not be limited to:

  - Rideshare information
  - Brochures and mailers
  - Media releases

- Paid advertising
- Public meetings
- Broadcast fax and email services
- Telephone hotline
- Notification to targeted groups
- Commercial traffic reporters/feeds
- Project website
- Visual information
- Local cable television and news
- Internet postings

- **Traveler Information Strategies.** The effective implementation of a traveler information system during construction is crucial for enabling motorists to make informed decisions about their travel plans and options with real-time traffic information. That real-time traffic information will include information on lane closures, detours, delays, access to adjacent land uses, "businesses are open" signing, and other signing and information to assist travelers in navigating through and in construction areas. Key components of this system will include, but not be limited to:

  - Fixed changeable message signs
  - Portable changeable message signs
  - Ground-mounted signs
  - Automated work zone information systems
  - Highway advisory radio
  - Lane closure website
  - Department highway information network
  - Bicycle and pedestrian information
  - Commute Smart website

- **Incident Management.** Effective incident management will ensure that incidents in construction areas are cleared quickly and do not lead to substantial delays for the traveling public through work zones. Incident management includes, but is not limited to:

- COZEEP
- Freeway service patrol for construction
- Traffic surveillance stations
- Transportation Management Center Unit 370
- Traffic management team
- Towing services

- **Construction Strategies.** The Final TMP will include procedures to lessen the effect of typical construction activities and will include, but not be limited to, consideration of the following:

  - Conflicts with other projects and special events
  - Construction staging alternatives
  - Mainline lane closures
  - Local road closures
  - Ramp/connector closures
  - Pedestrian and bicycle detours and facility closures (detours provided for all closures longer than 1 day)
  - Traffic control improvements
  - Coordination with other projects
  - Project phasing
  - Traffic screens
  - Truck traffic restrictions

- **Demand Management.** Temporarily reducing the overall traffic volumes on the project segments of SR-91 and I-15 could reduce the short-term adverse effects of construction on traffic operations. The Final TMP will include, but not be limited to, the following strategies that could reduce vehicular demand in the study area during project construction:

  - Rideshare incentives
  - Transit services
  - Shuttle services
  - Variable work hours/telecommuting
  - HOV lanes/ramps
  - Park-and-ride lots

- **Alternate Route Strategies.** The Final TMP will provide strategies for notifying motorists, pedestrians, and bicyclists, especially interregional commuters, of planned construction activities. This notification will allow travelers to make informed decisions about their travel plans, including the consideration of possible alternate routes. The Final TMP will consider the development of alternate routes for motorists to address the following:

  - Mainline lane closures
  - Ramp/connector closures
  - Local road closures
  - Temporary highway or shoulder use
  - Local street improvements
  - Temporary detours and closures of bicycle and pedestrian facilities
  - Traffic signal coordination

RCTC's Resident Engineer will ensure that the measures in the Final TMP are properly implemented by the design/build contractor prior to and during construction.

T-2 **Management of Ramp Closures.** A *Draft Ramp Closure Study* (January 2010) was prepared during the development of the preliminary engineering for the project. During final design, RCTC's Project Engineer will direct a qualified traffic engineer to develop the *Final Ramp Closure Plan* for implementation during construction based on the *Draft Ramp Closure Study*, to address specific short-term impacts associated with ramp closures longer than 10 days during construction. The objectives of the *Final Ramp Closure Plan* will be to:

- Minimize inconvenience to the traveling public
- Minimize closures
- Avoid or minimize concurrently multiple closures
- Coordinate closures with other projects and activities

Prior to and during construction, RCTC's Resident Engineer will ensure that the measures included in the *Final Ramp Closure Plan* are properly implemented by the design/build contractor.

Measures T-3 and T-4, which would be required for the Initial Phases and Ultimate Projects under the SR-91 CIP Build Alternatives, address long-term impacts related to area intersections and undercrossings.

T-3 **Fair Share Contributions.** RCTC's Project Manager will ensure that RCTC pays the fair share contribution for the project-related impacts at area intersections. Those fair shares are shown by intersection in Table T-3.1. The recommended improvements include additional turn and through lanes. Summaries of the improved intersection delays and LOS are provided in Tables T-3.2, T-3.3, and T-3.4 for 2015 with the Initial Phase of Alternative 2, Design Year 2035 with Alternative 1, and Design Year 2035 with Alternative 2 conditions, respectively.

T-4 During final design, the RCTC Project Engineer will ensure that the final design and project specifications for the widened areas in the undercrossings on SR-91 and I-15 include appropriate lighting for vehicles and pedestrians. The RCTC Project Engineer will also assess the need for additional lighting in the original parts of the undercrossings in the event the longer undercrossings result in the need for additional lighting in those areas. That additional lighting, if any, will also be shown in the project specifications.

The RCTC Project Engineer will have any lighting considered at Coal Canyon reviewed and approved by the Project Biologist prior to incorporation in the project specifications to ensure the lighting does not affect the use of Coal Canyon as a wildlife crossing.

During construction, the RCTC Resident Engineer will require the design/build contractor to implement the lighting in undercrossings as shown in the project specifications.

In addition, Measure V-1 provides for textured and site-specific aesthetic features on paved slopes in areas with bicyclist and pedestrian viewers, such as the areas in the undercrossings, to improve views of the freeway structures in the undercrossings.

Measure T-3:
Table T-3.1 Fair-Share Analysis for Intersection Deficiencies in 2015 and Design Year 2035

Intersection	Recommended Improvements	Fair-Share (%)		
		2015 Alt 1	2015 Initial Phase of Alt 2	Design Year 2035 Alt 2
Green River Road/SR-91 WB ramps	Add WBL	0%	76%	0%
Green River Road/SR-91 EB ramps	Restripe shared EBL-T to shared EBT-R and add EBL	12%	23%	36%
Auto Center Drive/SR-91 WB ramps	Add 2nd NBL	0%	No mitigation required	0%
Maple Street/Pomona Road	Add 2nd SBT	0%	No mitigation required	0%
Lincoln Avenue/SR-91 WB ramps	Add 2nd NBL; Add 3rd SBT	74%	60%	68%
Lincoln Avenue/SR-91 EB ramps	Restripe shared NBT-R to 2nd NBT and add 3rd NBT and exclusive NBR; Add 2nd SBL	92%	86%	94%
Main Street/North Grand Boulevard	Restripe shared NBT-R to NBT, Add NBR, Add 2nd SBL	63%	38%	96%
Main Street/SR-91 WB ramps	Add 3rd NBT; Restripe SBR to shared SBT-R and add 4th SBT	0%	0%	0%
Main Street/SR-91 EB ramps	Add shared NBT-R; Add 3rd SBT	100%	100%	100%
Main Street/Third Street	Add 3rd NBT; Add 3rd SBT	43%	69%	100%
McKinley Street/Griffin Way	Restripe shared EBT-R to 1st EBT and add 2nd EBR	20%	No mitigation required	16%
McKinley Street/Sampson Avenue	Add 3rd NBT	27%	No mitigation required	48%
Pierce Street/Magnolia Avenue	Add 2nd SBT; Add 2nd EBL and 3rd EBT	0%	0%	0%
Hamner Avenue/Second Street	Add 3rd NBT; Restripe exclusive SBR to shared SBT-R	0%	No mitigation required	1%
Hamner Avenue/Hidden Valley Parkway	Add 3rd NBT and 2nd NBR; Add 2nd SBL and restripe exclusive SBR to shared SBT-R; Add 2nd WBL and restripe shared WBL-T to 2nd WBT	4%	11%	17%
Rimpau Avenue/Magnolia Avenue	Add 2nd NBT; Add 2nd SBT; Restripe shared EBT-R to 3rd EBT and add EBR	0%	No mitigation required	0%
El Sobrante /Magnolia Avenue	Restripe shared NBT-R to 1st NBT and add NBR; Restripe share WBT-R to 2nd WBT, add 3rd WBT and WBR	0%	No mitigation required	0%
I-15 SB ramps/Magnolia Avenue	2035: Restripe shared SBL-T to shared SBL-T-R; Restripe 3rd WBT to 2nd WBL	0%	No mitigation required	0%
I-15 SB ramps/Ontario Avenue	2015: Add 3rd WBT	0%	6%	22%
	2035: Add 2nd EBR; Add 3rd WBT	0%	NA	0%
Bedford Canyon Road/Cajalco Road	Add 2nd SBL; Add 3rd WBT	0%	6%	5%

Source: Riverside County Transportation Commission (2010).

Alt = Alternative
EB = eastbound
EBL = eastbound left
EBL-T = eastbound left-through
EBR = eastbound right
EBT = eastbound through
EBT-R = eastbound through-right
NB = northbound
NBL = northbound left
NBR = northbound right
NBT = northbound through
NBT-R = northbound through-right
SB = southbound
SBL = southbound left
SBL-T = southbound left-through
SBL-T-R = southbound left-through-right
SBR = southbound right
SBT = southbound through
SBT = southbound through
SBT-R = southbound through-right
WB = westbound
WBL = westbound left
WBL-T = westbound left-through
WBR = westbound right
WBT = westbound through
WBT-R = westbound through-right

Measure T-3:
Table T-3.2 2015 Initial Phase of Alternative 2 Recommended Intersection Improvements

Intersection	2015 No Build				2015 Initial Phase of Alt 2				2015 Initial Phase of Alt 2 With Improvements				Recommended Improvements[1]
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	
Green River Road / SR-91 WB ramps	62.6	E	26.2	C	68.9	**E**	31.8	C	60.6	**E**	24.9	C	Add westbound left
Green River Road / SR-91 EB ramps	29.7	C	96.6	**F**	29.5	C	114.9	**F**	31.8	C	35.0	C	Restripe shared EB left-through to shared EB through-right and add EB left
Lincoln Avenue / SR-91 WB ramps[2]	–	–	–	–	18.5	B	14.2	B	17.0	B	13.2	B	***Add 2nd NB left; add 3rd SB through***
Lincoln Avenue / SR-91 EB ramps[2]	24.9	C	141.9	**F**	93.5	**F**	104.3	**F**	13.4	B	28.4	C	***Restripe shared NB through-right to 2nd NB through, add 3rd NB through and NB right; add 2nd SB left***
Main Street / North Grand Boulevard	32.3	C	71.7	**E**	30.9	C	74.3	**E**	28.3	C	67.3	**E**	***Add exclusive NB right; add 2nd SB left***
Main Street / SR-91 WB ramps[3]	29.3	C	87.9	**F**	24.4	C	73.5	E	20.0	B	49.7	D	***Add 3rd NB through; restripe SB right to shared SB through-right and add 4th SB through***
Main Street / SR-91 EB ramps[3]	14.5	B	20.0	B	16.9	B	33.7	C	15.0	B	23.7	C	***Add shared NB through-right; add 3rd SB through***
Main Street / Third Street	45.7	D	29.9	C	60.5	**E**	41.0	D	38.9	D	29.4	C	***Add 3rd NB through; add 3rd SB through***
Pierce Street / Magnolia Avenue	33.1	C	61.9	**E**	31.1	C	57.1	**E**	30.7	C	47.4	D	Add 2nd SB through; add 3rd EB through
Hamner Avenue / Hidden Valley Parkway	39.3	D	85.5	**F**	40.8	D	90.6	**F**	28.9	C	44.5	D	Add 3rd NB through and 2nd NB right; restripe shared WB left-through to 2nd WB left
I-15 SB ramps / Ontario Avenue	79.1	**E**	38.1	D	81.7	**F**	47.2	D	38.7	D	47.1	D	Add 3rd WB through

Source: Synchro as presented in the *Traffic Study Report* (July 2010).

Note: A black box (**F**) represents a deficient segment.

[1] Bold italic type denotes improvement measures that differ from 2015 No Build conditions.

[2] The geometrics for Alternative 2 represent a diamond configuration.

[3] The geometrics for Alternative 2 are the configuration of a WB slip-ramp from the SR-91 mainline into the collector-distributor facility for the I-15 NB and SB connectors to WB SR-91 to exit at Main Street.

Alt = Alternative
EB = eastbound
I-15 = Interstate 15
LOS = level of service
NB = northbound
SB = southbound
sec = seconds
SR-91 = State Route 91
WB = westbound

Measure T-3:
Table T-3.3 Design Year 2035 Alternative 1 Recommended Intersection Improvements

Intersection	Design Year 2035 No Build				Design Year 2035 Alt 1				Design Year 2035 Alt 1 With Improvements				Recommended Improvements[1]
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	
Green River Road / SR-91 WB ramps	85.0	**F**	31.6	C	73.8	**E**	31.7	C	69.1	**E**	23.3	C	***Add WB left***
Green River Road / SR-91 EB ramps	42.6	D	158.4	**F**	38.7	D	163.1	**F**	39.2	D	53.9	D	Restripe shared EB left-through to shared EB through-right and add EB left
Auto Center Drive / SR-91 WB ramps[2]	82.2	**F**	19.2	B	63.6	**E**	14.0	B	20.3	C	13.9	B	Add 2nd NB left
Maple Street / Pomona Road	79.1	**E**	49.8	D	76.0	**E**	50.9	D	43.0	D	45.8	D	Add 2nd SB through
Lincoln Avenue / SR-91 WB ramps[3]	–	–	–	–	96.6	**F**	33.7	C	15.9	B	15.3	B	***Add 2nd NB left; add 3rd SB through***
Lincoln Avenue / SR-91 EB ramps[3]	35.8	D	66.5	E	183.1	**F**	123.2	**F**	17.2	B	14.2	B	***Restripe shared NB through-right to 2nd NB through; add 3rd NB through and NB right; add 2nd SB left***
Main Street / Grand Boulevard	36.9	D	97.6	**F**	42.0	D	81.0	**F**	37.8	D	70.6	**E**	***Restripe shared NB through-right to 2nd NB through and add exclusive NB right; add 2nd SB left***
Main Street / SR-91 WB ramps[4]	25.5	C	137.9	**F**	43.0	D	119.1	**F**	31.0	C	78.6	E	***Add 3rd NB through; restripe SB right to shared SB through-right and add 4th SB through***
Main Street / SR-91 EB ramps[4]	20.7	C	25.3	C	44.9	D	38.4	D	21.7	C	30.4	C	***Add shared NB through-right; add 3rd SB through***
Main Street / Third Street	65.4	**E**	62.5	**E**	76.6	**E**	61.9	**E**	50.7	D	34.6	C	Add 3rd NB through; ***add 3rd SB through***
McKinley Street / Griffin Way	29.3	C	63.7	**E**	31.1	D	69.0	**E**	28.7	C	42.9	D	Restripe shared EB through-right to 1st EB through and add 2nd EB right
McKinley Street / Sampson Avenue	38.2	D	53.1	D	40.3	D	56.5	**E**	41.4	D	44.1	D	Add 3rd NB through; restripe shared WB through-right to WB right
Pierce Street / Magnolia Avenue	56.5	**E**	143.0	**F**	46.6	D	116.4	**F**	39.5	D	53.9	D	Add 2nd SB through; add 2nd EB left and 3rd EB through
Hamner Avenue / Hidden Valley Parkway	257.1	**F**	184.0	**F**	225.6	**F**	181.4	**F**	56.2	**E**	50.9	D	Add 3rd NB through and 2nd NB right; add 2nd SB left and restripe SB right to shared SB through-right; add 2nd WB left and restripe shared WB left-through to 2nd WB through

Measure T-3:
Table T-3.3 Design Year 2035 Alternative 1 Recommended Intersection Improvements

Intersection	Design Year 2035 No Build				Design Year 2035 Alt 1				Design Year 2035 Alt 1 With Improvements				Recommended Improvements[1]
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	
Rimpau Avenue / Magnolia Avenue	87.1	**F**	85.2	**F**	84.6	**F**	83.1	**F**	40.2	D	37.5	D	Add 2nd NB through; add 2nd SB through; restripe shared EB through-right to 3rd EB through and add EB right
El Sobrante Road / Magnolia Avenue	67.6	**E**	97.2	**F**	58.6	**E**	68.7	**E**	34.3	C	50.8	D	Restripe shared WB through-right to 3rd WB through; add exclusive WB right
I-15 SB ramps / Magnolia Avenue	87.4	**F**	104.1	**F**	81.3	**F**	93.1	**F**	44.8	D	51.6	D	Restripe shared SB left-through to shared SB left-through-right
I-15 SB ramps / Ontario Avenue	75.0	**E**	44.2	D	62.2	**E**	37.4	D	24.5	C	29.6	C	Add 2nd EB right; add 3rd WB through
Bedford Canyon Road / Cajalco Road	21.2	C	183.3	**F**	23.2	C	167.8	**F**	17.3	B	27.9	C	Add 2nd SB left; add 3rd WB through

Source: Synchro as presented in the *Traffic Study Report* (July 2010).

Note: A black box (**F**) represents a deficient segment.

[1] Bold italic type denotes the improvement measures in addition to 2035 No Build conditions.
[2] EB braids and WB split diamond configuration are assumed as Alternative 1 conditions.
[3] The geometrics for Alternative 1 represent a diamond configuration.
[4] The geometrics for Alternative 1 are the configuration of a WB slip-ramp from the SR-91 mainline into the collector-distributor facility for the I-15 NB and SB connectors to WB SR-91 to exit at Main Street.

Alt = Alternative
EB = eastbound
I-15 = Interstate 15
LOS = level of service
NB = northbound
SB = southbound
sec = seconds
SR-91 = State Route 91
WB = westbound

Measure T-3:
Table T-3.4 Design Year 2035 Alternative 2 Recommended Intersection Improvements

Intersection	Design Year 2035 No Build				Design Year 2035 Alt 2				Design Year 2035 Alt 2 With Improvements				Recommended Improvements[1]
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	
Green River Road / SR-91 WB ramps	85.0	**F**	31.6	C	79.1	**E**	33.3	C	73.5	**E**	20.6	C	***Add WB left***
Green River Road / SR-91 EB ramps	42.6	D	158.4	R	41.3	D	144.2	F	42.1	D	50.1	D	Restripe shared EB left-through to shared EB through-right and add EB left
Auto Center Drive / SR-91 WB ramps[2]	82.2	**F**	19.2	B	59.3	**E**	13.6	B	19.0	B	11.7	B	Add 2nd NB left
Maple Street / Pomona Road	79.1	**E**	49.8	D	70.6	**E**	46.7	D	46.4	D	39.6	D	Add 2nd SB through
Lincoln Avenue / SR-91 WB ramps[3]	–	–	–	–	82.4	**F**	32.9	C	15.1	B	17.2	B	***Add 2nd NB left; add 3rd SB through***
Lincoln Avenue / SR-91 EB ramps[3]	35.8	D	66.5	E	168.3	**F**	135.0	**F**	16.2	B	12.4	B	***Restripe shared NB through-right to 2nd NB through; add 3rd NB through and NB right; add 2nd SB left***
Main Street / Grand Boulevard	36.9	D	97.6	**E**	39.5	D	79.0	**E**	32.1	C	64.6	**E**	***Restripe shared NB through-right to 2nd NB through and add exclusive NB right; add 2nd SB left***
Main Street / SR-91 WB ramps[4]	25.5	C	137.9	**F**	27.9	C	107.7	**F**	25.0	C	69.5	E	***Add 3rd NB through; restripe SB right to shared SB through-right and add 4th SB through***
Main Street / SR-91 EB ramps[4]	20.7	C	25.3	C	22.8	C	51.6	D	19.0	B	30.8	C	***Add shared NB through-right; add 3rd SB through***
Main Street / Third Street	65.4	**E**	62.5	**E**	108.1	**F**	54.9	D	66.6	**E**	35.1	D	Add 3rd NB through; ***add 3rd SB through***
McKinley Street / Griffin Way	29.3	C	63.7	E	30.9	C	68.0	E	30.6	C	40.8	D	Restripe shared EB through-right to 1st EB through and add 2nd EB right
McKinley Street / Sampson Avenue	38.2	D	53.1	D	36.3	D	57.2	E	29.9	C	48.6	D	Add 3rd NB through; restripe shared WB through-right to WB right
Pierce Street / Magnolia Avenue	56.5	**E**	143.0	**F**	49.7	D	114.4	**F**	41.6	D	52.0	D	Add 2nd SB through; add 2nd EB left and 3rd EB through
Hamner Avenue / Hidden Valley Parkway	257.1	**F**	184.0	**F**	229.7	**F**	178.5	**F**	61.5	**E**	49.1	D	Add 3rd NB through and 2nd NB right; add 2nd SB left and restripe SB right to shared SB through-right; add 2nd WB left and restripe shared WB left-through to 2nd WB through

Measure T-3:
Table T-3.4 Design Year 2035 Alternative 2 Recommended Intersection Improvements

Intersection	Design Year 2035 No Build				Design Year 2035 Alt 2				Design Year 2035 Alt 2 With Improvements				Recommended Improvements[1]
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	
Rimpau Avenue / Magnolia Avenue	87.1	**F**	85.2	**F**	85.3	**F**	80.5	**F**	40.5	D	37.2	D	Add 2nd NB through; add 2nd SB through; restripe shared EB through-right to 3rd EB through and add EB right
El Sobrante Road / Magnolia Avenue	67.6	**E**	97.2	**F**	55.6	**E**	78.9	**E**	33.2	C	51.3	D	Restripe shared WB through-right to 3rd WB through; add exclusive WB right
I-15 SB ramps / Magnolia Avenue	87.4	**F**	104.1	**F**	74.6	**E**	90.3	**F**	40.5	D	52.1	D	Restripe shared SB left-through to shared SB left-through-right
I-15 SB ramps / Ontario Avenue	75.0	**E**	44.2	D	60.2	**E**	31.5	C	28.9	C	27.9	C	Add 2nd EB right; add 3rd WB through
Bedford Canyon Road / Cajalco Road	21.2	C	183.3	**F**	23.7	C	191.0	**F**	17.8	B	29.1	C	Add 2nd SB left; add 3rd WB through

Source: Synchro as presented in the *Traffic Study Report* (July 2010).

Note: A black box (**F**) represents a deficient segment.

[1] Bold italic type denotes the improvement measures in addition to 2035 No Build conditions.
[2] EB braids and WB split diamond configuration are assumed as Alternative 2 conditions.
[3] The geometrics for Alternative 2 represent a diamond configuration.
[4] The geometrics for Alternative 2 are the configuration of a WB slip-ramp from the SR-91 mainline into the collector-distributor facility for the I-15 NB and SB connectors to WB SR-91 to exit at Main Street.

Alt = Alternative
EB = eastbound
I-15 = Interstate 15
LOS = level of service
NB = northbound
SB = southbound
sec = seconds
SR-91 = State Route 91
WB = westbound

Table 3.6.1 Freeway Levels of Service

Levels of Service	Basic Freeway Mainline Density (pc/mi/ln)	Freeway Ramp Density (pc/mi/ln)
A	0–11.0	≤ 10.0
B	11.0–18.0	> 10.0 and ≤ 20.0
C	18.0–26.0	> 20.0 and ≤ 28.0
D	26.0–35.0	> 28.0 and ≤ 35.0
E	35.0–45.0	> 35.0
F	> 45.0	Exceeds Capacity

Source: *Highway Capacity Manual* (2000).
pc/mi/ln = passenger cars per mile per lane

Table 3.6.2 Stop-Controlled Intersection Levels of Service

Levels of Service	Control Delay Per Vehicle (in seconds)	
	Signalized Intersections	Stop-Controlled Intersections
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Source: *Highway Capacity Manual* (2000).

Table 3.6.3 Summary of Baseline/Existing (2007) and 2015 and 2035 No Build Daily VMT, VHT, and VHD

Variable	Alternative	Toll	Freeway Non-Toll	HOV	Arterial	Total
SR-91 Corridor						
Vehicle Miles Traveled	Baseline/Existing (2007)	352,459	6,593,112	526,828	3,530,753	11,003,152
	2015 No Build	771,324	8,029,911	677,873	4,191,980	13,671,088
	Design Year 2035 No Build	2,268,016	8,791,080	809,551	4,955,412	16,824,059
Vehicle Hours Traveled	Baseline/Existing (2007)	5,844	185,177	13,093	130,574	334,688
	2015 No Build	13,781	253,876	18,362	160,527	446,546
	Design Year 2035 No Build	59,412	301,707	24,448	198,378	583,945
Vehicle Hours of Delay	Baseline/Existing (2007)	209	79,689	5,002	15,823	100,723
	2015 No Build	1,918	116,853	7,949	21,864	148,584
	Design Year 2035 No Build	24,527	152,424	12,005	35,135	224,091
Remainder of Region						
Vehicle Miles Traveled	Baseline/Existing (2007)	2,317,992	208,815,843	12,198,974	170,853,518	394,186,327
	2015 No Build	2,748,036	239,260,166	20,837,074	198,800,692	461,645,968
	Design Year 2035 No Build	4,530,729	272,409,609	30,710,949	234,000,304	541,651,597
Vehicle Hours Traveled	Baseline/Existing (2007)	41,781	5,213,597	254,996	6,736,555	12,246,929
	2015 No Build	48,564	6,333,621	511,405	8,046,826	14,940,416
	Design Year 2035 No Build	81,186	8,268,888	904,155	10,152,197	19,406,426
Vehicle Hours of Delay	Baseline/Existing (2007)	4,498	1,832,605	67,773	641,528	2,546,404
	2015 No Build	4,215	2,473,536	192,994	1,022,059	3,692,804
	Design Year 2035 No Build	9,366	3,887,982	435,322	1,917,861	6,250,531
Region						
Vehicle Miles Traveled	Baseline/Existing (2007)	2,670,451	215,408,955	12,725,802	174,384,271	405,189,479
	2015 No Build	3,519,360	247,290,077	21,514,947	202,992,672	475,317,065
	Design Year 2035 No Build	6,798,745	281,200,689	31,520,500	238,955,716	558,475,650
Vehicle Hours Traveled	Baseline/Existing (2007)	47,625	5,398,774	268,089	6,867,129	12,581,617
	2015 No Build	62,345	6,587,497	529,767	8,207,353	15,386,962
	Design Year 2035 No Build	140,598	8,570,595	928,603	10,350,575	19,990,371
Vehicle Hours of Delay	Baseline/Existing (2007)	4,707	1,912,294	72,775	657,351	2,647,127
	2015 No Build	6,133	2,590,389	200,943	1,043,923	3,841,388
	Design Year 2035 No Build	33,893	4,040,406	447,327	1,952,996	6,474,622

Source: RCTC Model (2010) as presented in the *Traffic Study Report* (July 2010).
HOV = high-occupancy vehicle
RCTC = Riverside County Transportation Commission
SR-91 = State Route 91
VHD = vehicle hours of delay
VHT = vehicle hours traveled
VMT = vehicle miles traveled