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M-PS-2: (Condition of Approval 80.Planning.011) The Project shall comply with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50), which requires payment of a school impact fee on a per dwelling unit basis to assist in providing revenue that school districts (including RUSD) can use to ensure the adequate provision of public education facilities and services to service new development. Prior to the issuance of building permits, the Project Applicant shall pay required impact fees to the RUSD following RUSD protocol for impact fee collection.

Monitoring:

M-PS-2 The Riverside County Building and Safety Department shall ensure that appropriate fees have been paid in accordance with Senate Bill 50 prior to building permit final inspection for each residential dwelling unit within Tentative Tract Map No. 36668.

39. Libraries

| | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source: General Plan; Ord. No. 659 (Establishing Development Impact Fees).

Findings of Fact:

Implementation of the Project would result in an increase in the population in the Project area and would increase the demand for library services. There are no library facilities or expansion of library facilities proposed as part of the Project.

Although the use of the internet has resulted in decreased demand being placed on library services nation-wide, the County continues to maintain its standards for book titles and library square footage. To attain the County's minimum level of service standard of 1.2 titles-per-capita, the Project-generated population would require an additional 722 book titles. To attain the County of Riverside standard of 0.5 square feet of library space per capita, the Project would create the demand for 301 square feet of additional library space.

The Project's projected population was accounted for by the General Plan EIR, which assumed development of the site with Light Industrial (LI) land uses. As discussed under Threshold 35.e), under the site's existing General Plan land use designation of LI, the Project site could support up to 838 jobs and up to 1,868 new residents in the County, as compared to the 602 new residents anticipated to result from the proposed Project. As noted in the General Plan EIR, "the increase in the County's tax base and the availability of State funding will provide the funding for the future need" of book titles and library space (Riverside County, 2003c, p. 4.15-6). Additionally, the Project would be required to comply with the provisions of the County's DIF Ordinance (Ordinance 659), which requires a fee payment to assist the County in providing public services, including library services. Payment of the DIF fee would ensure that the Project provides fair share funds for the provision of library services, and these funds may be applied to the acquisition and/or construction of public services and/or equipment (including library books). Mandatory payment of DIF fees and future tax revenue generated by the Project's 200 single-family homes would ensure that Project-related impacts to library services would be less than significant.

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Mitigation:

Although Project-related impacts associated with of new or physically altered library facilities would be less than significant, the Project Applicant shall pay DIF fees as required by Mitigation Measure M-PS-1.

Monitoring:

The Riverside County Building and Safety Department shall ensure that appropriate fees have been paid in accordance with County Ordinance No. 659 prior to building permit final inspection for each residential dwelling unit within Tentative Tract Map No. 36668.

40. Health Services

Source: General Plan, General Plan EIR; Ord. No. 659 (Establishing Development Impact Fees).

Findings of Fact:

The proposed Project would accommodate additional population in the community of Highgrove and would thereby result in an increased demand for medical facilities. The provision of private health care is largely based on economic factors and demand and is beyond the scope of analysis required for this IS/MND. However, and as noted under the discussion and analysis of Threshold 35.e), under the site's existing General Plan land use designation of LI, the Project site could support up to 838 jobs and up to 1,868 new residents in the County. Thus, the Project would result in a future population increase associated with the site that is less than what could have occurred with implementation of the site's existing LI land use designation, thereby reducing the site's demand for health services. As described in the Riverside County General Plan EIR, "the increase in total population at build-out is not substantial because the increase in the County's tax base will provide additional funding for [public] medical facilities that will be determined by periodic medical needs assessments" (Riverside County, 2003c, p. 4.15-29) Additionally, mandatory compliance with County Ordinance No. 659 requires a development impact fee payment to the County that is partially allocated to public health services and facilities. As such, impacts to public medical facilities and resources associated with the proposed Project would be less than significant.

Mitigation:

Although Project-related impacts associated with of new or physically altered health services facilities would be less than significant, the Project Applicant shall pay DIF fees as required by Mitigation Measure M-PS-1.

Monitoring:

Monitoring shall occur as specified above for Mitigation Measure M-PS-1.

RECREATION

41. Parks and Recreation

a) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the

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| environment? | | | | |
| b) Would the project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Is the project located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Source: RCIT; Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications); Ord. No. 659 (Establishing Development Impact Fees); Parks & Open Space Department Review; General Plan Figure 7, *Highgrove Area Plan Trails and Bikeway System*.

Findings of Fact:

a) The proposed Project would develop the property with 200 single-family detached homes. According to the rates utilized in the Riverside County General Plan (3.01 persons per household), the proposed Project would be expected to accommodate an estimated future population of approximately 602 residents. (Riverside County, 2003a, Appendix E, p. 2). Based on a park standard of five acres per 1,000 residents (as per California Government Code § 66477), the Project would generate a demand for approximately 3.01 acres of parkland. The proposed Project would provide two (2) park sites on 4.01 acres; accordingly, adequate recreational facilities would be accommodated on-site, and there would be no need to expand off-site recreational facilities as a result of the Project. Environmental impacts associated with the construction of the on-site parks have been evaluated throughout this IS/MND, and where appropriate mitigation measures have been identified to reduce impact to below significance. Accordingly, impacts due to the construction or expansion of recreational facilities would be less than significant.

b) As noted in the analysis of Threshold 41.a), the proposed Project would accommodate 4.01 acres of parkland on-site, which is more than adequate to meet the future recreational demands of Project residents. Because adequate recreational facilities are accommodated on-site, it can be reasonably concluded that future Project residents would not utilize existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Accordingly, impacts would be less than significant.

c) According to RCIT, the Project site is located within a County Service Area (CSA) 126, which provides funding for parks and recreation, sheriff, and landscaping services. However, as noted in the analysis of Threshold 41.a), the Project would provide adequate parkland on-site to meet the parkland demands of future Project residents. Accordingly, the payment of Quimby fees would not be required, and no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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| 42. Recreational Trails | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|

Source: General Plan Figure 7, *Highgrove Area Plan Trails and Bikeway System*.

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Findings of Fact:

According to the HAP Figure 7, *Highgrove Area Plan Trails and Bikeway System*, a Regional Trail is planned to traverse through the Project site. As shown on Figure 3-3, and discussed in Section 3.0, *Project Description*, a regional trail would be accommodated along the southern alignment of Spring Street from the site's eastern boundary to Street G, and south within Street G to the proposed on-site park, where off-site trail connections would be provided by others in the future. Impacts associated with the construction of this on-site regional trail have been evaluated throughout this IS/MND, and, where necessary, mitigation measures have been imposed on the Project to reduce impacts to below a level of significance. Furthermore, the proposed on-site alignment of the regional trail is consistent with the alignments shown on HAP Figure 7. Accordingly, impacts associated with recreational trails would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

TRANSPORTATION/TRAFFIC Would the project

43. Circulation

a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

d) Alter waterborne, rail or air traffic?

e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

f) Cause an effect upon, or a need for new or altered maintenance of roads?

g) Cause an effect upon circulation during the project's construction?

h) Result in inadequate emergency access or access to nearby uses?

i) Conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety

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of such facilities?

Source: Riverside County GIS; *Bixby-Highgrove Residential Traffic Impact Analysis*, Urban Crossroads, July 2, 2014 (Appendix L); *2011 Riverside County Congestion Management Program*, Riverside County Transportation Commission, December 14, 2011; 2014 March Air Reserve Base Inland Port Airport Land Use Compatibility Plan, ALUC Staff Report for Case ZAP1122MA15.

Findings of Fact:

a) In order to assess the Project's potential to result in significant impacts to the surrounding circulation system, a Project-specific traffic impact analysis (TIA) was conducted for the Project. A copy of the TIA is provided as Appendix L to this IS/MND. It should be noted that the TIA analyzes the construction of 219 detached single-family homes whereas the Project proposes only 200 homes; thus, the analysis of impacts to traffic provided below represents a conservative estimate of Project-related impacts to the circulation system. Additionally, the TIA refers to the intersection of Street "A" at Center Street as "Driveway 1" and the intersection of Street "G" at Spring Street as "Driveway 2." Please refer to the TIA in Appendix L for a discussion of traffic-related terms and methodologies.

Existing Conditions

Based on the scope of the proposed Project, a study area was established encompassing a total of 13 intersections, as summarized in Table EA-23, *Intersection Analysis Locations*. The study locations include all intersections where the Project is anticipated to contribute 50 or more peak hour trips. The Project is anticipated to contribute less than 50 peak hour trips to the intersections of Garfield Avenue at Center Street and Garfield Avenue at Spring Street; nonetheless, due to the proximity of these intersections to the Project site, these intersections were nonetheless included in the analysis. (Urban Crossroads, 2014d, p. 4) Table 2-5 of the TIA (IS/MND Appendix L) presents the applicable LOS threshold for the intersections identified in Table EA-23. Additionally, the Project would not contribute 100 or more one-way peak hour trips to the I-215 mainline segments north and south of Center Street, indicating the Project has no potential to impact these segments based on CalTrans' guidelines; however these mainline segments nonetheless have been included in the analysis for disclosure purposes. (Urban Crossroads, 2014d, p. 6).

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Table EA-23 Intersection Analysis Locations

| ID | Intersection Location | Jurisdiction |
|----|----------------------------------|---------------------|
| 1 | Stephens Avenue / Center Street | County of Riverside |
| 2 | Highgrove Place / Center Street | County of Riverside |
| 3 | Iowa Avenue / Center Street | County of Riverside |
| 4 | Iowa Avenue / Citrus Street West | City of Riverside |
| 5 | Iowa Avenue / Citrus Street East | City of Riverside |
| 6 | Iowa Avenue / Palmyrita Avenue | City of Riverside |
| 7 | Iowa Avenue / Columbia Avenue | City of Riverside |
| 8 | Iowa Avenue / Marlborough Avenue | City of Riverside |
| 9 | Iowa Avenue / Spruce Street | City of Riverside |
| 10 | Driveway 1 / Center Street | County of Riverside |
| 11 | Driveway 2 / Spring Street | County of Riverside |
| 12 | Garfield Avenue / Center Street | County of Riverside |
| 13 | Garfield Avenue / Spring Street | County of Riverside |

(Urban Crossroads, 2014d, Table 1-1)

In order to assess the existing conditions of the study area, AM peak hour traffic volumes were determined by collecting count data over a two hour period from 7:00 to 9:00 AM in February of 2014. Similarly, the PM peak hour traffic volumes were identified by counting traffic volumes in the two hour period from 4:00 to 6:00 PM in February of 2014. The weekday AM and PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. Table EA-24, *Intersection Operations Analysis for Existing (2014) Conditions*, summarizes the existing level of service (LOS) at the three study area intersections. The intersection operations analysis results indicate that all existing study area intersections are currently operating at acceptable LOS during the peak hours with the exception of the following:

- Stephens Avenue / Center Street – LOS “D” AM and PM peak hours
- Highgrove Place / Center Street – LOS “D” PM peak hour only
- Iowa Avenue / Marlborough Avenue – LOS “E” AM peak hour only
- Iowa Avenue / Spruce Street – LOS “E” PM peak hour only

Additionally, the analysis determined that for existing conditions, no traffic signals were found to be warranted. However, a traffic signal is recommended at the intersection of Highgrove Place at Center Street to partially address the existing LOS deficiency. (Urban Crossroads, 2014d, pp. 35-38, and Table 3-3)

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Table EA-24 Intersection Operations Analysis for Existing (2014) Conditions

| # | Intersection | Traffic Control ³ | Intersection Approach Lanes ¹ | | | | | | | | | | | | Delay ² (Secs) | | Level of Service | | Acceptable LOS |
|----|----------------------------|------------------------------|--|---|---|------------|---|---|-----------|---|---|-----------|---|---|---------------------------|-------------|------------------|----------|----------------|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | AM | PM | AM | PM | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| 1 | Stephens Av. / Center St. | TS | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | d | 36.3 | 38.0 | D | D | C |
| 2 | Highgrove Pl. / Center St. | CSS | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 20.8 | 30.7 | C | D | C |
| 3 | Iowa Av. / Center St. | TS | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 44.6 | 49.0 | D | D | D |
| 4 | Iowa Av. / Citrus St. West | TS | 1 | 2 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 21.7 | 28.2 | C | C | C |
| 5 | Iowa Av. / Citrus St. East | TS | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 22.7 | 26.6 | C | C | C |
| 6 | Iowa Av. / Palmyrita Av. | TS | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 39.7 | 43.4 | D | D | D |
| 7 | Iowa Av. / Columbia Av. | TS | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | #### | #### | F | F | D |
| 8 | Iowa Av. / Marlborough Av. | TS | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 64.3 | 45.6 | E | D | D |
| 9 | Iowa Av. / Spruce St. | TS | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 40.9 | 49.0 | D | D | D |
| 10 | Driveway 1 / Center St. | -- | Future Intersection | | | | | | | | | | | | -- | -- | -- | -- | C |
| 11 | Driveway 2 / Spring St. | -- | Future Intersection | | | | | | | | | | | | -- | -- | -- | -- | C |
| 12 | Garfield Av. / Center St. | AWS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | d | 0 | 2 | 0 | 11.3 | 8.8 | B | A | C |
| 13 | Garfield Av. / Spring St. | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 12.7 | 9.4 | B | A | C |

Bold = Does not meet jurisdictional standards (unacceptable LOS)

1. When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d= Defacto Right Turn Lane

2. Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

3. AWS = All-Way Stop; CSS = Cross-street Stop; TS = Traffic Signal (Urban Crossroads, 2014d, Table 3-1)

Project Trip Generation and Distribution

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. (Urban Crossroads, 2014d, p. 43)

A summary of the Project's trip generation is shown in Table 3-3, *Project Trip Generation Summary*, in the introduction to this IS/MND. The trip generation rates are based upon data collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, 2012. As shown on Table 3-3, implementation of the proposed Project would result in the generation of approximately 2,085 daily trip-ends per day with 164 trips occurring during the morning peak hour and 219 trips occurring during the evening peak hour. (Urban Crossroads, 2014d, p. 43)

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. The Project trip distribution was developed based on anticipated travel patterns to and from the Project site for the traffic associated with the proposed residential use. Exhibit 4-1 of the TIA (IS/MND Appendix L) shows the trip distribution patterns for the Project. (Urban Crossroads, 2014d, p. 44)

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Background Traffic

Future year traffic forecasts have been based upon two years of background (ambient) growth at 2% per year for 2018 traffic conditions. The total ambient growth is 8.24% for 2018 traffic conditions (compounded growth of two percent per year over four years or 1.024 years). This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. (Urban Crossroads, 2014d, p. 44)

According to information published by the Riverside County Information Technology GIS staff as input to the Southern California Association of Governments (SCAG) Regional Transportation Plan (2012), the population of Western Riverside County is projected to increase by 41% in the period between 2010 and 2035, or a compounded rate of approximately 1.38% annually. During the same period, employment in Western Riverside County is expected to increase by 112% or 3.06% compounded annually. (Urban Crossroads, 2014d, p. 47)

Therefore, the use of an annual growth rate of 2.0 percent would appear to accurately approximate the anticipated regional growth in traffic volumes in the County of Riverside, especially when considered along with the addition of project-related traffic and traffic generated by other known development projects. As such, the growth in traffic volumes assumed in the Project's TIA (IS/MND Appendix L) would tend to overstate as opposed to understate the potential deficiencies to traffic and circulation. (Urban Crossroads, 2014d, p. 47)

Cumulative Development Traffic

CEQA guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the County of Riverside, City of Riverside, and the City of Grand Terrace. Exhibit 4-3 of the Project's TIA (IS/MND Appendix L) illustrates the cumulative development location map. A summary of cumulative development projects and their proposed land uses are shown on TIA Table 4-3. If applicable, the traffic generated by individual cumulative projects was manually added to both the Existing Plus Ambient Plus Cumulative (EAPC) and Horizon Year forecasts to ensure that traffic generated by the listed cumulative development projects in TIA Table 4-3 are reflected as part of the background traffic. (Urban Crossroads, 2014d, p. 47)

Traffic Forecasts

To provide a comprehensive assessment of the potential project-related and cumulative traffic deficiencies, two types of analyses, "buildup" and "buildout," were performed. The "buildup" method was used to approximate traffic forecasts for Existing plus Project (E+P), Existing plus Project plus Ambient (EAP), and EAPC traffic conditions. The E+P traffic conditions include existing traffic in addition to the traffic generated by the proposed Project. The EAP traffic conditions include existing traffic, background traffic growth, and the traffic generated by the proposed Project. The EAPC traffic conditions include background existing traffic, background traffic growth, traffic generated by other cumulative development projects within the study area, and the traffic generated by the proposed Project. The "buildout" approach is used to forecast the Horizon Year Without and With Project traffic conditions of the study area. (Urban Crossroads, 2014d, p. 47)

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EAP (2018) and EAPC (2018) Conditions

The “buildup” approach combines existing traffic counts with a background ambient growth factor to forecast EAP and EAPC traffic conditions. An ambient growth factor of 8.24% accounts for background (area-wide) traffic increases that occur over time up to the year 2018 from the year 2014 (compounded two percent per year growth over a four year period). Traffic volumes generated by the Project and other cumulative development projects are then added to assess the EAP and EAPC traffic conditions. The 2018 roadway networks are similar to the existing conditions roadway network with the exception of future driveways proposed to be developed by the Project. (Urban Crossroads, 2014d, pp. 47-48)

The EAP and EAPC traffic analysis includes the following traffic conditions, with the various traffic components:

- EAP Conditions
 - Existing counts
 - Ambient growth traffic (8.24%)
 - Project traffic

- EAPC Conditions
 - Existing counts
 - Ambient growth traffic (8.24%)
 - Cumulative Development traffic
 - Project traffic

Horizon Year (2035) Volume Development

Traffic projections for Horizon Year Without Project conditions were derived from the Riverside County Traffic Analysis Model (RivTAM) using accepted procedures for model forecast refinement and smoothing. The Horizon Year Without and With Project traffic conditions analyses are utilized to determine if improvements funded through regional transportation mitigation fee programs, such as the Transportation Uniform Mitigation Fee (TUMF), County of Riverside DIF, or other approved funding mechanism can accommodate the long-range cumulative traffic at the target LOS identified in the County of Riverside General Plan. If the “funded” improvements can provide the target LOS, then the Project’s payment into these existing fee programs shall be considered as cumulative improvements through the conditions of approval. (Urban Crossroads, 2014d, p. 48)

In some instances, the RivTAM model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Horizon Year Without Project turning volumes were compared to EAPC less Project traffic turning volumes in order to ensure a minimum growth of ten percent as a part of the refinement process, where applicable. The minimum growth includes any additional growth between EAPC traffic conditions and Horizon Year Without Project traffic conditions that is not accounted for by the traffic generated by cumulative development projects and the ambient growth between Existing and EAPC traffic conditions. (Urban Crossroads, 2014d, p. 48)

Existing Plus Project Traffic Conditions (E+P)

Level of service calculations were conducted for the study area intersections to evaluate their operations under E+P conditions. As shown in Table EA-25, *Intersection Operations Analysis Summary for E+P Conditions*, no additional intersections were found to operate at an unacceptable LOS under E+P traffic conditions beyond those identified for existing conditions. The intersection

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operations analysis worksheets for E+P traffic conditions are included in Appendix "5.1" of the TIA (IS/MND Appendix L). (Urban Crossroads, 2014d, p. 57) Accordingly, Project impacts under E+P conditions would be less than significant on a direct basis, although the contribution of Project traffic to the following intersections under E+P conditions are evaluated as cumulatively significant impacts for which mitigation would be required:

- Stephens Avenue / Center Street – AM and PM peak hours
- Highgrove Place / Center Street – PM peak hour only
- Iowa Avenue / Columbia Avenue – AM and PM peak hours
- Iowa Avenue / Marlborough Avenue – AM peak hour only

Table EA-25 Intersection Operations Analysis Summary for E+P Conditions

| # | Intersection | Traffic Control ³ | Intersection Approach Lanes ¹ | | | | | | | | Existing (2014) | | | | E+P | | | | Acceptable LOS | | | | |
|----|----------------------------|------------------------------|--|----------|----|---|----------|---|----|---|---------------------------|---|------------------|---|---------------------------|--------------|------------------|----|----------------|--------------|----|----|----|
| | | | NB | | SB | | EB | | WB | | Delay ² (Secs) | | Level of Service | | Delay ² (Secs) | | Level of Service | | | | | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | AM | PM | AM | PM | | AM | PM | AM | PM |
| 1 | Stephens Av. / Center St. | TS | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | d | 36.3 | 38.0 | D | D | 37.5 | 39.3 | D | D | C |
| 2 | Highgrove Pl. / Center St. | CSS | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 20.8 | 30.7 | C | D | 23.1 | 41.3 | C | E | C |
| 3 | Iowa Av. / Center St. | TS | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 44.6 | 49.0 | D | D | 45.4 | 49.8 | D | D | D |
| 4 | Iowa Av. / Citrus St. West | TS | 1 | 2 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 21.7 | 28.2 | C | C | 21.1 | 28.0 | C | C | C |
| 5 | Iowa Av. / Citrus St. East | TS | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 22.7 | 26.6 | C | C | 22.7 | 27.2 | C | C | C |
| 6 | Iowa Av. / Palmyrita Av. | TS | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 39.7 | 43.4 | D | D | 40.2 | 44.7 | D | D | D |
| 7 | Iowa Av. / Columbia Av. | TS | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 124.1 | 164.6 | F | F | 126.4 | 164.6 | F | F | D |
| 8 | Iowa Av. / Marlborough Av. | TS | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 64.3 | 45.6 | E | D | 65.7 | 49.2 | E | D | D |
| 9 | Iowa Av. / Spruce St. | TS | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 40.9 | 49.0 | D | D | 41.4 | 50.1 | D | D | D |
| 10 | Driveway 1 / Center St. | CSS | 0 | <u>1</u> | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | -- | -- | -- | -- | 13.1 | 12.1 | B | B | C |
| 11 | Driveway 2 / Spring St. | CSS | 0 | <u>1</u> | 0 | 0 | <u>1</u> | 0 | 0 | 1 | 0 | 0 | 1 | 0 | -- | -- | -- | -- | 11.1 | 11.3 | B | B | C |
| 12 | Garfield Av. / Center St. | AWS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | d | 0 | 2 | 0 | 11.3 | 8.8 | B | A | 11.7 | 8.8 | B | A | C |
| 13 | Garfield Av. / Spring St. | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 12.7 | 9.4 | B | A | 13.7 | 9.7 | B | A | C |

Bold = Does not meet jurisdictional standards (unacceptable LOS)

1. When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.
L = Left; T = Through; R = Right; d= Defacto Right Turn Lane; 1 = Improvement
2. Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.
3. AWS = All-Way Stop; CSS = Cross-street Stop; TS = Traffic Signal (Urban Crossroads, 2014d, Table 5-1)

Implementation of Mitigation Measure M-TR-1, which requires participation in the County TUMF and DIF program, and Mitigation Measure M-TR-2, requiring the Project Applicant to pay fees in accordance with the City of Riverside Traffic Signal and Railroad Mitigation Fee program, would fully mitigate the Project's cumulatively considerable impacts to the four intersections listed above as having a deficient LOS under existing conditions.

For E+P conditions, no unsignalized study area intersections are anticipated to meet peak hour volumes based, or the CalTrans planning level (ADT volume based) traffic signal warrants. However,

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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a traffic signal is recommended at the intersection of Highgrove Place at Center Street to partially address the existing LOS deficiency. The Project's cumulative contribution to a need for a traffic signal at this intersection would be mitigated to a level below of significance with implementation of Mitigation Measure M-TR-1, requiring payment of appropriate TUMF fees. (Urban Crossroads, 2014d, p. 57, Table 1-5, and Table 5-3)

Table EA-26, *Basic Freeway Segment Analysis for E+P Conditions*, provides the E+P mainline directional volumes for the AM and PM peak hours for the I-215 Freeway at Center Street interchange. As shown on Table EA-26, the I-215 Freeway segments analyzed for this study are anticipated to operate at an acceptable LOS (i.e., LOS "D" or better) during the peak hours for E+P traffic conditions. E+P basic freeway segment analysis worksheets are provided in Appendix "5.3" to the Project's TIA (IS/MND Appendix L). (Urban Crossroads, 2014d, p. 57) Accordingly, impacts to freeways under E+P conditions would be less than significant.

Table EA-26 Basic Freeway Segment Analysis for E+P Conditions

| Scenario | Direction | Mainline Segment | Volume | | Lanes ¹ | Density ² | | LOS | |
|-----------------------|-----------|------------------------|--------|-------|--------------------|----------------------|------|-----|----|
| | | | AM | PM | | AM | PM | AM | PM |
| Existing Plus Project | I-215 SB | South of Center Street | 3,513 | 3,477 | 3 | 18.9 | 18.7 | C | C |
| | I-215 NB | South of Center Street | 5,272 | 5,211 | 3 | 31.4 | 30.8 | D | D |

1. Number of lanes is in the specified direction and is based on existing conditions.
2. Density is measured by passenger cars per mile per lane (pc/mi/ln). (Urban Crossroads, 2014d, Table 5-2)

Year 2018 Existing Plus Ambient Plus Project Traffic Conditions (EAP)

Level of service calculations were conducted for the study intersections to evaluate their operations under EAP conditions with existing roadway and intersection geometrics consistent with existing conditions plus the addition of Project access driveways. As shown in Table EA-27, *Intersection Operations Analysis Summary for EAP (2018) Conditions*, the same intersections previously identified to operate at an unacceptable LOS for Existing traffic conditions are also anticipated to operate at an unacceptable LOS for EAP traffic conditions. However, the addition of 8.24% ambient growth along with Project traffic also results in a new PM peak hour LOS deficiency at the intersection of Iowa Avenue at Spruce Street, in addition to those deficiencies previously identified for Existing and E+P traffic conditions. This is evaluated as a significant direct impact of the Project for which mitigation would be required. (Urban Crossroads, 2014d, p. 65) Implementation of Mitigation Measure M-TR-3, which requires the Project Applicant to work with the City of Riverside Public Works Department to accommodate a 120 second cycle length for the traffic signal timing, would reduce the Project's impact to this intersection to below a level of significance (Urban Crossroads, 2014d, Tables 1-5 and 6-3).

Potentially Significant Impact Less than Significant with Mitigation Incorporated Less Than Significant Impact No Impact

Table EA-27 Intersection Operations Analysis Summary for EAP (2018) Conditions

| # | Intersection | Traffic Control ³ | Intersection Approach Lanes ¹ | | | | | | | | Existing (2014) | | | | EAP (2018) | | | | Acceptable LOS | | | | |
|----|----------------------------|------------------------------|--|----------|----|---|----------|---|----|---|---------------------------|---|------------------|---|---------------------------|--------------|------------------|----|----------------|--------------|----|----|----|
| | | | NB | | SB | | EB | | WB | | Delay ² (Secs) | | Level of Service | | Delay ² (Secs) | | Level of Service | | | | | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | AM | PM | AM | PM | | AM | PM | AM | PM |
| 1 | Stephens Av. / Center St. | TS | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | d | 36.3 | 38.0 | D | D | 38.9 | 41.0 | D | D | C |
| 2 | Highgrove Pl. / Center St. | CSS | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 20.8 | 30.7 | C | D | 25.7 | 54.8 | D | F | C |
| 3 | Iowa Av. / Center St. | TS | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 44.6 | 49.0 | D | D | 46.9 | 53.1 | D | D | D |
| 4 | Iowa Av. / Citrus St. West | TS | 1 | 2 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 21.7 | 28.2 | C | C | 22.7 | 28.4 | C | C | C |
| 5 | Iowa Av. / Citrus St. East | TS | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 22.7 | 26.6 | C | C | 22.8 | 26.9 | C | C | C |
| 6 | Iowa Av. / Palmyrita Av. | TS | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 39.7 | 43.4 | D | D | 41.8 | 46.7 | D | D | D |
| 7 | Iowa Av. / Columbia Av. | TS | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 124.1 | 164.6 | F | F | 137.4 | 174.9 | F | F | D |
| 8 | Iowa Av. / Marlborough Av. | TS | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 64.3 | 45.6 | E | D | 79.2 | 61.9 | E | E | D |
| 9 | Iowa Av. / Spruce St. | TS | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 40.9 | 49.0 | D | D | 43.2 | 56.9 | D | E | D |
| 10 | Driveway 1 / Center St. | CSS | 0 | <u>1</u> | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | -- | -- | -- | -- | 13.6 | 12.4 | B | B | C |
| 11 | Driveway 2 / Spring St. | CSS | 0 | <u>1</u> | 0 | 0 | <u>1</u> | 0 | 0 | 1 | 0 | 0 | 1 | 0 | -- | -- | -- | -- | 11.3 | 11.4 | B | B | C |
| 12 | Garfield Av. / Center St. | AWS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | d | 0 | 2 | 0 | 11.3 | 8.8 | B | A | 12.5 | 9.0 | B | A | C |
| 13 | Garfield Av. / Spring St. | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 12.7 | 9.4 | B | A | 14.3 | 9.8 | B | A | C |

Bold = Does not meet jurisdictional standards (unacceptable LOS)

1. When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d= Defacto Right Turn Lane; 1 = Improvement

2. Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

3. AWS = All-Way Stop; CSS = Cross-street Stop; TS = Traffic Signal (Urban Crossroads, 2014d, Table 6-1)

For EAP traffic conditions, there are no additional intersections anticipated to warrant a traffic signal beyond the recommended signalization of Highgrove Place at Center Street as identified above for Existing and E+P traffic conditions (Urban Crossroads, 2014d, p. 65).

Table EA-28, *Basic Freeway Segment Analysis for EAP (2018) Conditions*, provides the EAP mainline directional volumes for the AM and PM peak hours for the I-215 Freeway at Center Street interchange. As shown on Table EA-28, the I-215 Freeway segments are anticipated to operate at an acceptable LOS (i.e., LOS "D" or better) during the peak hours for EAP traffic conditions. EAP basic freeway segment analysis worksheets are provided in TIA Appendix "6.3" (IS/MND Appendix L). Thus, the Project would result in less-than-significant freeway mainline impacts under EAP (2018) conditions. (Urban Crossroads, 2014d, p. 69)

Year 2018 Existing Plus Ambient Plus Project Plus Cumulative Traffic Conditions (EAPC)

Level of service calculations were conducted for the study intersections to evaluate their operations under EAPC conditions with existing roadway and intersection geometrics consistent with those described under TIA Section 7.1. As shown in Table EA-29, *Intersection Operations Analysis Summary for EAPC (2018) Conditions*, the following study area intersections are anticipated to operate at an unacceptable LOS under EAPC traffic conditions in addition to those previously identified as deficient under Existing, E+P, and EAP traffic conditions: Iowa Avenue at Center Street,

Potentially Significant Impact Less than Significant with Mitigation Incorporated Less Than Significant Impact No Impact

Table EA-28 Basic Freeway Segment Analysis for EAP (2018) Conditions

| Scenario | Direction | Mainline Segment | Volume | | Lanes ¹ | Density ² | | LOS | |
|------------|-----------|------------------------|--------|-------|--------------------|----------------------|------|-----|----|
| | | | AM | PM | | AM | PM | AM | PM |
| EAP (2018) | I-215 SB | South of Center Street | 3,272 | 3,238 | 3 | 17.6 | 17.4 | B | B |
| | I-215 NB | South of Center Street | 4,910 | 4,853 | 3 | 28.4 | 28.0 | D | D |

1. Number of lanes is in the specified direction and is based on existing conditions.
2. Density is measured by passenger cars per mile per lane (pc/mi/ln). (Urban Crossroads, 2014d, Table 6-2)

Table EA-29 Intersection Operations Analysis Summary for EAPC (2018) Conditions

| # | Intersection | Traffic Control ³ | Intersection Approach Lanes ¹ | | | | | | | | | | | | Delay ² (Secs) | | Level of Service | | Acceptable LOS |
|----|----------------------------|------------------------------|--|----------|---|------------|----------|---|-----------|---|---|-----------|---|---|---------------------------|------------------|------------------|----|----------------|
| | | | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | AM | PM | AM | PM | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | | | | | |
| 1 | Stephens Av. / Center St. | TS | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | d | 62.2 | 53.7 | E | D | C |
| 2 | Highgrove Pl. / Center St. | CSS | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 43.2 | >100.0 | E | F | C |
| 3 | Iowa Av. / Center St. | TS | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 74.5 | 58.1 | E | E | D |
| 4 | Iowa Av. / Citrus St. West | TS | 1 | 2 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 28.5 | 22.8 | C | C | C |
| 5 | Iowa Av. / Citrus St. East | TS | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 27.8 | 22.9 | C | C | C |
| 6 | Iowa Av. / Palmyrita Av. | TS | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 69.0 | 69.8 | E | E | D |
| 7 | Iowa Av. / Columbia Av. | TS | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 140.6 | 152.3 | F | F | D |
| 8 | Iowa Av. / Marlborough Av. | TS | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 94.0 | 93.8 | F | F | D |
| 9 | Iowa Av. / Spruce St. | TS | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 46.7 | 69.1 | D | E | D |
| 10 | Driveway 1 / Center St. | CSS | 0 | <u>1</u> | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 18.7 | 21.5 | C | C | C |
| 11 | Driveway 2 / Spring St. | CSS | 0 | <u>1</u> | 0 | 0 | <u>1</u> | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 12.0 | 12.1 | B | B | C |
| 12 | Garfield Av. / Center St. | AWS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | d | 0 | 2 | 0 | 36.1 | 12.7 | E | B | C |
| 13 | Garfield Av. / Spring St. | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 18.3 | 11.0 | C | B | C |

Bold = Does not meet jurisdictional standards (unacceptable LOS)

1. When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d= Defacto Right Turn Lane; 1 = Improvement

2. Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

3. AWS = All-Way Stop; CSS = Cross-street Stop; TS = Traffic Signal (Urban Crossroads, 2014d, Table 7-1)

and Iowa Avenue at Palmyrita Avenue. (Urban Crossroads, 2014d, p. 73) Project impacts to these intersections represent a cumulatively significant impact for which mitigation would be required. It should be noted the Project would not contribute 50 or more peak hour trips to the intersection of

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Garfield Avenue at Center Street; thus, Project impacts at this intersection would be less than significant. Implementation of Mitigation Measure M-TR-1, which requires participation in the County TUMF and DIF program, and Mitigation Measure M-TR-4, which requires a fair-share payment for the Project's contribution to the need for non-TUMF funded improvements, would fully mitigate the Project's cumulatively considerable impacts to Iowa Avenue at Center Street. Implementation of Mitigation Measure M-TR-2, requiring the Project Applicant to pay fees in accordance with the City of Riverside Traffic Signal and Railroad Mitigation Fee program, would fully mitigate the Project's cumulatively considerable impacts to Iowa Avenue at Palmyrita Avenue, respectively. (Urban Crossroads, 2014d, Table 7-3)

For EAPC traffic conditions, there are no additional intersections anticipated to warrant a traffic signal beyond the recommended signalization of Highgrove Place at Center Street as identified above for Existing, E+P, and EAP traffic conditions. No additional mitigation is required under EAPC traffic conditions. (Urban Crossroads, 2014d, p. 73)

Table EA-30, *Basic Freeway Segment Analysis for EAPC (2018) Conditions*, provides the EAPC mainline directional volumes for the AM and PM peak hours for the I-215 Freeway at Center Street interchange. As shown on Table EA-30, the I-215 Freeway segments are anticipated to operate at an acceptable LOS (i.e., LOS "D" or better) during the peak hours for EAPC traffic conditions. EAPC basic freeway segment analysis worksheets are provided in TIA Appendix "7.3" (IS/MND Appendix L). Thus, the Project would result in less-than-significant freeway mainline impacts under EAPC (2018) conditions. (Urban Crossroads, 2014d, p. 77)

Table EA-30 Basic Freeway Segment Analysis for EAPC (2018) Conditions

| Scenario | Direction | Mainline Segment | Volume | | Lanes ¹ | Density ² | | LOS | |
|-------------|-----------|------------------------|--------|-------|--------------------|----------------------|------|-----|----|
| | | | AM | PM | | AM | PM | AM | PM |
| EAPC (2018) | I-215 SB | South of Center Street | 3,533 | 3,570 | 3 | 19.1 | 19.3 | C | C |
| | I-215 NB | South of Center Street | 5,170 | 5,194 | 3 | 30.7 | 30.9 | D | D |

1. Number of lanes is in the specified direction and is based on existing conditions.
2. Density is measured by passenger cars per mile per lane (pc/mi/ln).
(Urban Crossroads, 2014d, Table 7-2)

Horizon Year (2035) Traffic Conditions

LOS calculations were conducted for the study intersections to evaluate their operations under Horizon Year Without and With Project conditions with roadway and intersection geometrics consistent with existing conditions plus the addition of Project access driveways. As shown in Table EA-31, *Intersection Operations Summary for Horizon Year (2035) Conditions*, all study area intersections, with the exception of the Project driveways and intersections with Citrus Street, are anticipated to operate at an unacceptable LOS during either AM or PM peak hour for Horizon Year Without and With Project traffic conditions. However, the Project is anticipated to contribute less than 50 peak hour trips to the intersections of Garfield Avenue at Center Street and Garfield Avenue at Spring Street. Accordingly, Project impacts to all intersections except for Project driveways, Garfield Avenue at Center Street, Garfield Avenue at Spring Street, and the intersections of Iowa Avenue at Citrus Street, would be considered cumulatively significant impacts for which mitigation would be

Potentially Significant Impact Less than Significant with Mitigation Incorporated Less Than Significant Impact No Impact

required. Implementation of Mitigation Measure M-TR-1, which requires participation in the County TUMF and DIF program, and Mitigation Measure M-TR-2, requiring the Project Applicant to pay fees in accordance with the City of Riverside Traffic Signal and Railroad Mitigation Fee, would fully mitigate the Project's cumulatively considerable impacts to impacted intersections under Horizon Year (2035) conditions. (Urban Crossroads, 2014d, p. 81)

Table EA-31 Intersection Operations Summary for Horizon Year (2035) Conditions

| # | Intersection | Traffic Control ³ | Intersection Approach Lanes ¹ | | | | | | | | without Project | | | | with Project | | | | Acceptable LOS | | | | |
|----|----------------------------|------------------------------|--|---|----|---|----|---|----|---|---------------------------|---|------------------|---|---------------------------|--------|------------------|----|----------------|--------|----|----|----|
| | | | NB | | SB | | EB | | WB | | Delay ² (Secs) | | Level of Service | | Delay ² (Secs) | | Level of Service | | | | | | |
| | | | L | T | R | L | T | R | L | T | R | L | T | R | AM | PM | AM | PM | | AM | PM | AM | PM |
| 1 | Stephens Av. / Center St. | TS | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | d | 87.3 | 195.4 | F | F | 97.7 | >200.0 | F | F | C |
| 2 | Highgrove Pl. / Center St. | CSS | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | >100.0 | >100.0 | F | F | >100.0 | >100.0 | F | F | C |
| 3 | Iowa Av. / Center St. | TS | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 64.9 | >200.0 | E | F | 72.9 | >200.0 | E | F | D |
| 4 | Iowa Av. / Citrus St. West | TS | 1 | 2 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 24.8 | 31.9 | C | C | 24.9 | 34.5 | C | C | C |
| 5 | Iowa Av. / Citrus St. East | TS | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 23.5 | 30.8 | C | C | 23.7 | 32.5 | C | C | C |
| 6 | Iowa Av. / Palmyrita Av. | TS | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 101.7 | 124.6 | F | F | 105.6 | 135.8 | F | F | D |
| 7 | Iowa Av. / Columbia Av. | TS | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 2 | 1 | >200.0 | >200.0 | F | F | >200.0 | >200.0 | F | F | D |
| 8 | Iowa Av. / Marlborough Av. | TS | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 161.9 | 156.1 | F | F | 170.6 | 165.8 | F | F | D |
| 9 | Iowa Av. / Spruce St. | TS | 1 | 2 | 0 | 1 | 2 | 1 | 1 | 2 | 0 | 1 | 2 | 0 | 108.9 | >200.0 | F | F | 115.4 | >200.0 | F | F | D |
| 10 | Driveway 1 / Center St. | CSS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | -- | -- | -- | -- | 23.0 | 22.6 | C | C | C |
| 11 | Driveway 2 / Spring St. | CSS | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | -- | -- | -- | -- | 13.7 | 12.6 | B | B | C |
| 12 | Garfield Av. / Center St. | AWS | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | d | 0 | 2 | 0 | 57.7 | 13.5 | F | B | 63.4 | 13.8 | F | B | C |
| 13 | Garfield Av. / Spring St. | CSS | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 25.6 | 11.2 | D | B | 29.4 | 11.7 | D | B | C |

Bold = Does not meet jurisdictional standards (unacceptable LOS)

1. When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d= Defacto Right Turn Lane; 1 = Improvement

2. Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

3. AWS = All-Way Stop; CSS = Cross-street Stop; TS = Traffic Signal (Urban Crossroads, 2014d, Table 8-1)

For Horizon Year conditions, there are no additional intersections anticipated to meet the CalTrans planning level (ADT volume based) or peak hour volume based traffic signal warrants beyond those previously identified for Existing, E+P, EAP, and EAPC traffic conditions. No additional mitigation would be required. (Urban Crossroads, 2014d, p. 81)

Table EA-32, *Basic Freeway Segment Analysis for Horizon Year (2035) Conditions*, provides the Horizon Year (2035) mainline directional volumes for the AM and PM peak hours for the I-215 Freeway at Center Street interchange. As shown on Table EA-32, the I-215 Freeway Northbound and Southbound segments analyzed are anticipated to operate at an unacceptable LOS during both AM and PM peak hours for Horizon Year Without and With Project traffic conditions. Horizon Year Without and With Project basic freeway segment analysis worksheets are provided in TIA Appendices "8.5" and "8.6", respectively (IS/MND Appendix L). (Urban Crossroads, 2014d, p. 87) However, it should be noted that the Project would contribute fewer than 100 two-way peak hour trips to the I-215

Potentially Significant Impact Less than Significant with Mitigation Incorporated Less Than Significant Impact No Impact

segments. According to CalTrans Guidelines, Projects with fewer than 100 two-way peak hour trips would not have the potential to significantly impact freeway mainline facilities (Caltrans, 2002, p. 2). Accordingly, Project impacts to freeway mainlines would be less than significant and no mitigation would be required.

Table EA-32 Basic Freeway Segment Analysis for Horizon Year (2035) Conditions

| Scenario | Direction | Mainline Segment | Volume | | Lanes ¹ | Density ² | | LOS | |
|----------------------|-----------|------------------------|--------|-------|--------------------|----------------------|--------------|-----|----|
| | | | AM | PM | | AM | PM | AM | PM |
| 2035 Without Project | I-215 SB | South of Center Street | 7,134 | 7,772 | 3 | 57.2 | 76.4 | F | F |
| | I-215 NB | South of Center Street | 6,308 | 8,720 | 3 | 44.5 | 154.5 | E | F |
| 2035 With Project | I-215 SB | South of Center Street | 7,165 | 7,792 | 3 | 58.0 | 77.3 | F | F |
| | I-215 NB | South of Center Street | 6,336 | 8,755 | 3 | 45.0 | 159.8 | E | F |

Bold = Does not meet jurisdictional standards (unacceptable LOS)

1. Number of lanes is in the specified direction and is based on existing conditions.
2. Density is measured by passenger cars per mile per lane (pc/mi/ln).
(Urban Crossroads, 2014d, Table 8-2)

Summary of Project Impacts

Based on the analysis presented above, the proposed Project would result in the following impacts during each study area scenario. The impacts listed below would be considered significant impacts for which mitigation would be required.

- Existing Plus Project Conditions:
 - *Cumulatively Significant Impacts*
 - Stephens Avenue / Center Street
 - Highgrove Place / Center Street
 - Iowa Avenue / Columbia Avenue
 - Iowa Avenue / Marlborough Avenue
 - *Cumulative Traffic Signal Impacts*
 - Highgrove Place / Center Street
- Existing Plus Ambient Plus Project (2018) Conditions:
 - *Significant Direct Impacts*
 - Iowa Avenue / Spruce Street
 - *Cumulatively Significant Impacts*
 - Stephens Avenue / Center Street
 - Highgrove Place / Center Street

| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--------------------------------|--|------------------------------|-----------|
|--------------------------------|--|------------------------------|-----------|

- Iowa Avenue / Columbia Avenue
 - Iowa Avenue / Marlborough Avenue
 - *Cumulative Traffic Signal Impacts*
 - Highgrove Place / Center Street

- Existing Plus Ambient Plus Project Plus Cumulative (2018) Conditions:
 - *Cumulatively Significant Impacts*
 - Stephens Avenue / Center Street
 - Highgrove Place / Center Street
 - Iowa Avenue / Center Street
 - Iowa Avenue / Palmyrita Avenue
 - Iowa Avenue / Columbia Avenue
 - Iowa Avenue / Marlborough Avenue
 - Iowa Avenue / Spruce Street
 - *Cumulative Traffic Signal Impacts*
 - Highgrove Place / Center Street

- Horizon Year (2035) Traffic Conditions:
 - *Cumulatively Significant Impacts*
 - Stephens Avenue / Center Street
 - Highgrove Place / Center Street
 - Iowa Avenue / Center Street
 - Iowa Avenue / Palmyrita Avenue
 - Iowa Avenue / Columbia Avenue
 - Iowa Avenue / Marlborough Avenue
 - Iowa Avenue / Spruce Street
 - *Cumulative Traffic Signal Impacts*
 - Highgrove Place / Center Street

b) The congestion management program (CMP) applicable to the Project area is the Riverside County Transportation Commission's (RCTC) 2011 Riverside County Congestion Management Program. Within the study area identified by the Project's TIA, the only facility that is identified as a CMP facility is I-215 (RCTC, 2011, Exhibit 2-1). Although nearby segments of I-215 are projected to exhibit a deficient LOS under Horizon Year (2035) Conditions (as shown in Table EA-32), the Project would contribute fewer than 100 two-way peak hour trips to the I-215. According to CalTrans Guidelines, Projects with fewer than 100 two-way peak hour trips would not have the potential to significantly impact freeway mainline facilities (Caltrans, 2002, p. 2). The Project has no other potential to conflict with the CMP. Accordingly, Project impacts due to a conflict with the 2011 RCTC CMP would be less than significant, and no mitigation would be required.

c & d) The nearest airport to the Project site is the Flabob Airport, which is located approximately 6.8 miles southwest of the Project site. Flabob airport is a small public use airport and the Project site not located in an airport land use plan covering the Flabob airport (ALUC, 2004), and has no potential to impact its air traffic patterns. The Project site also is located approximately 15.2 miles northwest of the March Air Reserve Base. According to County of Riverside General Plan HAP Figure 4 and County of Riverside HAP Figure 5, the Project site was not located within the March Air Reserve Base Airport Influence Policy Area or within any airport safety zone areas at the time the County's General Plan was adopted. (Riverside County, 2003b). However, based on the more recently updated 2014

| | | | |
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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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March Air Reserve Base/Inland Port (MARB/IP) Airport Land Use Compatibility Plan, the southern portion of the Project site, south of Spring Street, is located in the MARB/IP Airport Compatibility Zone E. The Land Use Compatibility Plan does not limit residential density in Compatibility Zone E. The area of the Project site north of Spring Street falls outside of the MARB/IP Airport Influence Area. The County of Riverside Airport Land Use Commission (ALUC) conducted a hearing on the Project on July 9, 2015, and determined that the Project is consistent with the 2014 MARB/IP Land Use Compatibility Plan. The elevation of MARB/IP Runway 14-32 at its northerly terminus is approximately 1,535 feet above mean sea level and the Project site is approximately 20,000 feet from the runway at an elevation that is more than 500 feet lower than the runway elevation (ALUC, 2015). Accordingly, the Project has no potential to result in impacts due to changes in air traffic patterns, nor would the Project alter any airborne traffic. Accordingly, no impact would occur.

Although the Project site is located adjacent to the Springbrook Wash, the Project has been designed to avoid this drainage area. Additionally, this wash does not support waterborne traffic. Accordingly, no impact to waterborne traffic would occur with implementation of the Project.

The nearest active railroad tracks are located approximately 867 feet from the western boundary of the Project site and run north and south parallel to Transit Avenue. Although the Project would contribute trips to the segment of Center Street that traverses this rail line, this rail line already is improved with an at-grade crossing with crossing arms to prevent collisions between rail and automobile traffic. There are no components of the Project that would result in increased safety hazards or that could affect rail traffic. Accordingly, impacts would be less than significant.

e) All roadway improvements planned as part of the Project would be in conformance with applicable Riverside County standards, and would not result in any hazards due to a design feature. Additionally, the Project area is currently characterized with urban density residential units and light industrial uses. As such, the Project's proposed residential land uses has no potential to result in uses that are incompatible within the surrounding area and that could result in significant impacts to circulation and traffic. Accordingly, impacts would be less than significant.

f) Implementation of the proposed Project would result in improvements to several existing roadways and the establishment of new roadways on-site that would require maintenance. Maintenance of the major roadways planned for improvement by the Project would not result in any significant impacts to the environment. Impacts associated with the physical construction of these roadways already are evaluated in appropriate sections of this IS/MND, and any identified significant impacts have been mitigated to the maximum feasible extent. Maintenance of these major roadway facilities would be funded through the Project developer's payment of Development Impact Fees (DIF) and future Project residents' payment of property taxes. Therefore, the maintenance of roadways proposed by the Project would not result in any new impacts to the environment beyond that which is already disclosed and mitigated by this IS/MND, and impacts would therefore be less than significant.

g) With exception of planned improvements to Spring Street and half-width improvements to Garfield Avenue, all roadway improvements planned as part of the Project would be limited to improvements within the existing parkways. Thus, with exception of Spring Street and Garfield Avenue, the Project has no potential to affect any existing roadways during Project construction. Under existing conditions, Garfield Avenue only serves an existing employee parking lot at the Highgrove Elementary School. During improvements to Garfield Avenue, the Project applicant would be required to maintain adequate access for users of this parking lot. Although Spring Street would need to be closed down during construction of the segment between California Avenue and Garfield

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Avenue, the general grid pattern in the surrounding area provides numerous alternative routes. Furthermore, and as shown on Exhibit 3-10 of the Project's TIA (IS/MND Appendix L), the segment of Spring Street that traverses the site has a PM peak hour ADT of 42 vehicles, the diversion of which has no potential to result in any significant traffic impacts to study area intersections (Urban Crossroads, 2014d). Accordingly, impacts during construction would be less than significant.

h) The Project site is not identified as an emergency access route under any local or regional plans. As indicated under the discussion and analysis of Threshold 43.g), Project effects to the surrounding circulation system would be minimal during construction, and alternative access routes are available to ensure the adequate provision of emergency services to the area during Project construction. Thus, during construction of the proposed Project, impacts due to inadequate emergency access or access to nearby uses would be less than significant.

i) According to the HAP Figure 7, *Highgrove Area Plan Trails and Bikeway System*, a Regional Trail is planned to traverse through the Project site. As shown on Figure 3-3, and discussed in Section 3.0, *Project Description*, a regional trail would be accommodated along the southern alignment of Spring Street from the site's eastern boundary to Street G, and south within Street G to the proposed on-site park, where off-site trail connections would be provided by others in the future. The Riverside County General Plan does not identify the Project site for any other transit facilities, bikeways, or pedestrian facilities. Accordingly, the Project would not conflict with any adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, nor would the Project otherwise substantially decrease the performance or safety of such facilities. Accordingly, impacts would be less than significant.

Mitigation: The proposed Project would result in a single direct impact to the intersection of Iowa Avenue at Spruce Street under EAP (2018) conditions, and also would result in a number of cumulative impacts to a number of study area intersections under EAP (2018), EAPC (2018), and Horizon Year (2035) conditions. Accordingly, the following mitigation measures have been identified to reduce the Project's direct and cumulative impacts to below a level of significance.

M-TR-1 (Condition of Approval 90.Trans.001) Prior to the issuance of any building permits, the Project Proponent shall make required per-unit fee payments associated with the Western Riverside County Transportation Uniform Mitigation Fees (TUMF), and the County of Riverside Development Impact Fee (DIF), to reduce to a level below significance the Project's impacts to the following intersections within unincorporated Riverside County:

- Stephens Avenue / Center Street
- Highgrove Place / Center Street
- Iowa Avenue / Spruce Street

M-TR-2 (Condition of Approval 50.Trans.040) Prior to map redecoration, to fully satisfy the Project Applicant's obligations for cumulative improvement needs at the study area intersections located wholly or partially within the City of Riverside, the Project Applicant shall enter into an agreement with the City of Riverside to pay traffic impact fees in accordance with City of Riverside Municipal Code Chapter 16.64, *Traffic Signal and Railroad Signal Mitigation Fees and Transportation Impact Fees*, to reduce to a level below significance the Project's impacts to the following intersections within the City limits:

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- Iowa Avenue / Palmyrita Avenue;
- Iowa Avenue / Columbia Avenue;
- Iowa Avenue / Marlborough Avenue; and
- Iowa Avenue / Spruce Street.

M-TR-3 (Condition of Approval 50.Trans.039) Prior to the first building permit final inspection, the Project Applicant shall work with the City of Riverside Public Works Department to modify the traffic signal timing at the intersection of Iowa Avenue at Spruce Street to accommodate a 120 second cycle length, or other such adjustments or improvements, as determined necessary by the Public Works Department, to address projected near-term level of service deficiencies at this intersection.

M-TR-4 (Condition of Approval 90.Trans.013) Prior to the first building permit final inspection, the Project applicant shall pay a fair-share amount equal to 9.7% of the total cost of improving the intersection of Iowa Avenue at Center Street to provide the non-TUMF funded improvements listed in Table 1-5 of the Bixby-Highgrove Residential (TTM No. 36668) Traffic Impact Analysis prepared by Urban Crossroads, dated July 2, 2014, (IS/MND Appendix L). The fair share amount is based on the Project's share of traffic over the total growth of traffic at these intersections. The fair share contribution shall be used to fund future improvements or a combination of improvements of these intersections or as approved by the Director of Transportation.

Monitoring:

M-TR-1 Prior to issuance of any building permits, the Riverside County Building and Safety Department shall ensure that appropriate fees have been paid in accordance with the Western Riverside County Transportation Uniform Mitigation Fees (TUMF) and the County of Riverside Development Impact Fee (DIF) programs.

M-TR-2 Prior to issuance of any building permits, the Riverside County Building and Safety Department shall ensure that appropriate fees have been paid in accordance with the City of Riverside Municipal Code Chapter 16.64, *Traffic Signal and Railroad Signal Mitigation Fees and Transportation Impact Fees*.

M-TR-3 Prior to the issuance of first building permit final inspection, the Project Applicant shall provide evidence that the signal timing has been modified as required by this measure.

M-TR-4 Prior to the issuance of the first building permit final inspection, the Project Proponent shall provide evidence to the Riverside County Building and Safety Department that appropriate fees have been paid.

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| 44. Bike Trails | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source: HAP Figure 7, *Trails and Bikeway System*.

Findings of Fact: According to HAP Figure 7, there are no bike trails or facilities planned within the Project vicinity, with exception of the proposed regional trail (which is addressed separately under

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Threshold 43.i)). However, the Highgrove Community Policy Area Policy HAP 4.4 encourages the development of additional bike lanes along roadways within the Project's vicinity. As indicated in the discussion and analysis of Policy HAP 4.4 in Table EA-11 (previously presented), the Project would be consistent with all of the bike trail designations specified for the Project area. Impacts associated with the construction of trails has been evaluated throughout this IS/MND, and where necessary, mitigation measures have been imposed to reduce impacts to below a level of significance. Accordingly, impacts associated with the construction of bike trails would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

UTILITY AND SERVICE SYSTEMS Would the project

45. Water

a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Source: *TTM 36668 Can Serve Letter*, Riverside Highland Water Company, July 10, 2014 (Appendix M); *Greenhouse Gas Analysis*, October 2, 2014, Urban Crossroads.

Findings of Fact:

a) The Project would be required to construct a ten-inch water line within the existing improved alignment in Center Street from the intersection of proposed Street "A" approximately 1,900 feet to the east to the existing intersection of Center Street at Michigan Avenue. This proposed ten-inch water line would connect to a proposed eight-inch water line within Street A. In addition, the Project would be required to construct an eight-inch water line within the existing Spring Street from the intersection with proposed Street "G" approximately 720 feet to the east. This proposed eight-inch water line would connect off-site to the water line proposed within Center Street via Garfield Avenue to provide a looped water system. Figure 3-6, *Proposed Off-site Infrastructure*, depicts the off-site improvements planned as part of the proposed Project.

The installation of water lines as proposed by the Project would result in physical impacts to the surface and subsurface of infrastructure alignments. These impacts are considered to be part of the Project's construction phase and are evaluated throughout this IS/MND accordingly. In instances where significant impacts have been identified for the Project's construction phase, mitigation measures are recommended in each applicable subsection of this IS/MND to reduce impacts to less-than-significant levels. The construction of water lines as necessary to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this IS/MND. Accordingly, additional mitigation measures beyond those identified throughout this IS/MND would not be required.

b) According to the CalEEMod default parameters used by Urban Crossroads used to estimate water usage, the proposed Project is estimated to use 14.2687 million gallons (Mgal) a year for indoor

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use and 8.9955 Mgal a year for outdoor use (Urban Crossroads, 2014b, Appendix 3.1). Riverside Highland Water Company can and will serve potable water to the Project site in ample quantity for domestic use. (RHWC, 2014a). Accordingly, the proposed Project would have sufficient water supplies available to serve the Project from existing entitlements and resources. Impacts are less than significant and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

46. Sewer

a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?

| | | | |
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| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

| | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source: City of Riverside Public Works Department, 2014

Findings of Fact:

a) The City of Riverside is the current provider of sewer services to the Project site. On-site wastewater would be conveyed via a series of eight-inch sanitary sewer lines to be constructed within the on-site streets (i.e. Streets A through O). These flows would then be conveyed via an existing eight-inch sewer main located in Center Street.

The installation of sewer lines as proposed by the Project would result in physical impacts to the surface and subsurface of infrastructure alignments. These impacts are considered to be part of the Project's construction phase and are evaluated throughout this IS/MND accordingly. In instances where significant impacts have been identified for the Project's construction phase, mitigation measures are recommended in each applicable subsection of this IS/MND to reduce impacts to less-than-significant levels. The construction of sewer lines as necessary to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this IS/MND. Accordingly, additional mitigation measures beyond those identified throughout this IS/MND would not be required.

b) All sanitary sewer flows from the Project site would be conveyed to the Riverside Water Quality Control Plant (RWQCP) for treatment. The RWQCP is located approximately 10.3 miles southwest of the Project site at 5950 Acorn Street Riverside CA. The RWQCP provides primary, secondary, and tertiary treatment for a rated capacity of 40 million gallons per day (mgd) and is currently undergoing an expansion that would increase the capacity of the RWQCP from 40 mgd to 46 mgd. (Riverside, 2014B) With completion of the expansion of the existing facility, there would be more than adequate capacity to treat wastewater flows generated by the Project. Accordingly, implementation of the proposed Project would not require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the

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construction of which would cause significant environmental effects. Impacts are less than significant and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

47. Solid Waste

a) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

b) Does the project comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?

Source: Project Application Materials; Greenhouse Gas Analysis, October 2, 2014, Urban Crossroads; Waste Management Department, April 1, 2014; *Countywide Disposal Tonnage Tracking System Disposal Reports – 1st Quarter 2014*, Riverside County Waste Management Department, July 9, 2014.

Findings of Fact:

a) Construction and operation of the proposed Project would result in the generation of solid waste, requiring disposal at a landfill. The Riverside County Waste Management Departments operates six (6) landfills that serve Riverside County residents. During the first quarter of 2014 (January 1 through March 31), which is the most recent time period for which reporting data is available, waste collected from unincorporated portions of western Riverside County were disposed of at one of four facilities: Badlands Landfill, Blyth Landfill, El Sobrante Landfill, and Lamb Canyon Landfill (RCWMD, 2014b). It is anticipated that solid waste generated during construction and long-term operation of the Project would be disposed of at one of these landfills. Table EA-33, *Permitted and Remaining Capacity of Project-Related Landfills*, summarizes the maximum daily capacity, permitted capacity, and remaining capacity of each of these landfills, based on reporting provided by CalRecycle (CalRecycle, 2014).

Table EA-33 Permitted and Remaining Capacity of Project-Related Landfills

| Landfill | Maximum Daily Capacity (Tons/Day) | Permitted Capacity (Cubic Yards) | Remaining Capacity (Cubic Yards) |
|---------------|-----------------------------------|----------------------------------|----------------------------------|
| Badlands | 4,000 | 33,560,993 | 14,730,025 |
| Blyth | 400 | 6,034,148 | 4,159,388 |
| El Sobrante | 16,054 | 184,930,000 | 145,530,000 |
| Lamb Canyon | 3,000 | 34,292,000 | 18,955,000 |
| Total: | 23,454 | 258,817,141 | 183,374,413 |

Note: Data taken from is taken from the CalRecycle Solid Waste Information System (CalRecycle, 2014).

Solid Waste Generation – Construction Activities

Table EA-34, *Estimated Construction Solid Waste Generation*, provides an estimate of the amount of solid waste that can conservatively be estimated to occur on a daily basis during construction of the

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proposed Project. As indicated, construction waste generated by the Project would amount to approximately 6,478 pounds per day, or 3.2 tons per day. Total waste generated by construction activities over the roughly 600 working days of building construction would amount to approximately 3,886,800 pounds, or 1,943.4 tons. Using a conversion factor of 200 pounds of uncompacted solid waste per cubic yard, the 1,943.4 tons of solid waste generated during the building construction phase of the Project is equal to approximately 19,434 cubic yards (US EPA, 1994, Appendix C).

Due to the Project's location, it can reasonably be anticipated that solid waste generated by the Project would most likely be disposed of at the El Sobrante Landfill, Lamb Canyon Landfill, and/or Badlands Landfill. These landfills have a permitted daily disposal capacity of between 3,000 and 16,054 tons per day, and the Project's daily demand for construction waste disposal at buildout amounts to between 0.11% and 0.02% of the available daily disposal capacity at these landfills. Total solid waste generated during the Project's building construction phase would represent approximately 0.10% to 0.01% of the total remaining capacity at these landfills.

Table EA-34 Estimated Construction Solid Waste Generation

| Land Use | Construction Rate ¹ | Estimated Dwelling Unit Size | Solid Waste Generation Rate | Total | |
|--------------------|--------------------------------|------------------------------|-----------------------------|---------|----------|
| | | | | LBS/Day | Tons/Day |
| 201 Dwelling Units | 0.34 dwelling units/day | 4,340 s.f. ² | 4.39 lb/s.f. ³ | 6,478 | 3.2 |

1. Based on information presented in IS/MND Section 3.2.3.B, which indicates that building construction would occur over approximately 600 working days. Thus, the Project would be anticipated to construct an average of approximately 0.34 dwelling units per day (201 dwelling units ÷ 600 days = 0.34 dwelling units/day).
2. Estimated average dwelling unit size is based on the minimum lot size specified on TTM 36437 (72' x 100') and application of the required setbacks specified by the R-1 zone (i.e., 20-foot minimum front yard, 5-foot minimum side yards, and 10-foot minimum backyard). Application of these factors would result in a maximum single-story building measuring 70' x 62', or 4,340 s.f.
3. Source: U.S. Environmental Protection Agency. *Estimating 2003 Building-Related Construction and Demolition Materials Amounts*. Available on-line at: <http://www.epa.gov/osw/conservation/imr/cdm/pubs/cd-meas.pdf>. Accessed September 16, 2014.

Solid Waste Generation – Long-Term Operation

According to the CalEEMod default parameters used by Urban Crossroads used to estimate solid waste. The proposed Project is projected to generate 256.66 tons of waste per year (Urban Crossroads, 2014b, Appendix 3.1). Using a conversion factor of 200 pounds of uncompacted solid waste per cubic yard, the 256.66 tons of solid waste generated by the Project is equal to approximately 2,566.6 cubic yards of solid waste per year (US EPA, 1994, Appendix C).

Due to the Project's location, it can reasonably be anticipated that solid waste generated by the Project would most likely be disposed of at the El Sobrante Landfill, Lamb Canyon Landfill, and/or Badlands Landfill. These landfills have a permitted daily disposal capacity of between 3,000 and 16,054 tons per day, and the Project's daily demand for solid waste (i.e., 0.70 tons per day) represents only 0.02% to 0.004% of the permitted daily disposal capacity of these landfills. On an annual basis, the Project's anticipated generation of 2,566.6 cubic yards of solid waste per year would represent between 0.017% and 0.0018% of the total disposal capacity of these landfills.

Conclusion

Based on the analysis presented above, the proposed Project would be served by landfills with adequate capacity to accommodate the Project's solid waste needs during both construction and long-term operation. Although the Project would likely contribute to the ultimate need for landfill expansion as needed to accommodate future growth within Riverside County, such potential landfill

expansions would not be the direct result of the proposed Project. Furthermore, any environmental impacts that could result from such landfill expansions cannot be determined at this time, as the environmental impacts would be evaluated as part of a future CEQA document prepared in support of future landfill expansion efforts. Accordingly, environmental impacts that may result from future landfill expansions are herein evaluated as speculative in nature (CEQA Guidelines § 15145).

b) The California Integrated Waste Management Act (Assembly Bill (AB) 939), signed into law in 1989, established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. In addition, the bill established a 50% waste reduction requirement for cities and counties by the year 2000, along with a process to ensure environmentally safe disposal of waste that could not be diverted. Per the requirements of the Integrated Waste Management Act, the Riverside County Board of Supervisors adopted the Riverside Countywide Integrated Waste Management Plan (CIWMP) (adopted January 14, 1997), which outlines the goals, policies, and programs the County and its cities will implement to create an integrated and cost effective waste management system that complies with the provisions of AB 939 and its diversion mandates.

In order to assist the County of Riverside in achieving the mandated goals of the Integrated Waste Management Act, the Project Applicant would be required to work with future refuse haulers to develop and implement feasible waste reduction programs, including source reduction, recycling, and composting. Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Cal Pub Res. Code § 42911), the Project would provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before building permit final inspection. The implementation of these requirements and the mitigation measures below provided by Riverside County Waste Management Department (RCWMD, 2014a) would reduce the amount of solid waste generated by the Project, which in turn would aid in the extension of the life of affected disposal sites. As such, the Project would comply with the mandates of applicable solid waste statutes and regulations and impacts would be less than significant with mitigation incorporated.

Mitigation:

M-SW-1 (Condition of Approval 60.Planning.025) Prior to the issuance of building permits for each phase, a Waste Recycling Plan (WRP) shall be submitted to Riverside County Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e. concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. During construction, the Project shall have, at minimum, two (2) bins: one for waste disposal and the other for the recycling of Construction and Demolition (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D materials. Additional bins are encouraged to be used for further separation of C&D recyclable materials. Accurate record keeping (receipts) for recycling of C&D materials and solid waste disposal must be kept. Arrangements can be made with the franchise hauler.

M-SW-2 (Condition of Approval 60.Planning.025) Prior to building permit final inspection for each phase, evidence (i.e. receipts or other type of verification) to demonstrate Project compliance with the approved WRP shall be presented by the Project Proponent to the Planning Division of the Riverside County Waste Management Department in order to

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clear the Project for occupancy permits. Receipts must clearly identify the amount of waste disposed and Construction and Demolition (C&D) materials recycled.

Monitoring:

M-SW-1 Prior to the issuance of building permits for each phase, the County shall verify that the required WRP has been approved by the Riverside County Waste Management Department.

M-SW-2 Prior to building permit final inspection for each phase, the County shall verify that all applicable requirements of the required WRP have been met to the satisfaction of the Riverside County Waste Management Department.

48. Utilities

Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?

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|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Electricity? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Natural gas? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Communications systems? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Storm water drainage? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Street lighting? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Maintenance of public facilities, including roads? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Other governmental services? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Source: General Plan; Project Application Materials; Greenhouse Gas Analysis, October 2, 2014, Urban Crossroads.

Findings of Fact:

a through g) Implementation of the proposed Project would require the construction of numerous facilities as necessary to provide services to the site, including electrical facilities, natural gas lines, communication systems (telephone/cable), storm water drainage facilities, and street lighting. In addition, the Project would introduce new public roads on-site that would require maintenance by Riverside County. Impacts associated with the provision of utility service to the site are discussed below for each type of utility.

Electricity, Natural Gas, and Communications Systems

Electrical service is currently available in the Project area and would be provided by Southern California Edison (SCE), natural gas would be provided by Southern California Gas Company (SCGC), and communication systems would be provided by AT&T (telephone) and Time Warner Telecom (cable service). Although TTM No. 36668 does not depict proposed electricity, natural gas, or communication systems facilities, as these would be identified in the future as part of implementing improvement plans, due to the presence of existing single-family residential neighborhoods to the east and west of the site, it can reasonably be concluded that these facilities exist in the Project area. Any necessary connections to these existing points of connection would occur either on-site, or within off-site improved rights-of-way. Physical impacts associated with the construction of such facilities are evaluated throughout this IS/MND. Where necessary, mitigation measures have been identified to reduce identified impacts to a level below significance. Accordingly, impacts due to the construction

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of new electrical facilities, natural gas lines, and communication systems as necessary to serve the Project would be less than significant.

Storm Water Drainage

Section 3.1.3.C provides a detailed description of storm water drainage improvements proposed by the Project. As indicated therein, proposed improvements would occur entirely within the Project boundary or immediately adjacent to the Project boundary. Areas subject to physical impacts in association with the construction of storm water drainage facilities as needed to serve the proposed Project have been analyzed throughout this IS/MND (e.g., Air Quality, Biological Resources, Cultural Resources, Greenhouse Gas Emissions, etc.). Where necessary, mitigation measures have been identified to reduce identified impacts to a level below significance. Accordingly, impacts due to the construction of Project-related storm drainage facilities are less than significant and no mitigation is required.

Street Lighting

In accordance with Riverside County requirements, street lights would be provided along all roadways planned for improvement by the Project. Impacts associated with the construction of street lights have been evaluated in association with the physical impact of on- and off-site roadway construction throughout this IS/MND. Where necessary, mitigation measures have been identified to reduce identified impacts to a level below significance. Accordingly, impacts due to the construction of street lights are evaluated as less than significant.

Public Facilities Maintenance

Landscaping along Center Street, Spring Street, Street A, and Street G would be maintained by the County of Riverside Landscape Maintenance District. Landscaping maintenance of the three (3) water quality basins, the two (2) park sites, and the open space area located south of Park Lot P would be provided by the County of Riverside Park District. There would be no impacts to the environment resulting from routine maintenance of public roads, the three (3) water quality basins, the two (2) park sites, and the open space area located south of Park Lot P. Accordingly, no impact would occur and mitigation is not required.

Other Governmental Services

There are no other governmental services or utilities needed to serve the proposed Project beyond what is evaluated and disclosed above and throughout the remaining sections of this IS/MND. Accordingly, no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

49. Energy Conservation

a) Would the project conflict with any adopted energy conservation plans?

Source: Project Application Materials; Greenhouse Gas Analysis, October 2, 2014, Urban Crossroads.

Findings of Fact: Project implementation would result in the conversion of the subject site from its existing, undeveloped condition to a residential community that would feature 200 single-family dwelling units, two park sites, three water quality basins, and open space. This land use transition

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would increase the site's demand for energy. Specifically, the proposed Project would increase consumption of energy for space and water heating, air conditioning, lighting, and operation of miscellaneous equipment and appliances.

According to the CalEEMod default parameters used by Urban Crossroads used to estimate electricity and natural gas demand for the proposed Project, build-out of the Project is estimated to require approximately 1,603,640 kilowatt-hours of electricity per year (kWh/yr) and approximately 6,998,980 kilo-British thermal units per year (kBTU/yr) of natural gas (Urban Crossroads, 2014b, Appendix 3.1). Planning efforts by energy resource providers take into account planned land uses to ensure the long-term availability of energy resources necessary to service anticipated growth. The proposed Project would develop the site in a manner consistent with the County's General Plan land use designations for the property; thus, energy demands associated with the proposed Project are addressed through long-range planning by energy purveyors and can be accommodated as they occur. Therefore, Project implementation is not anticipated to result in the need for the construction or expansion of existing energy generation facilities, the construction of which could cause significant environmental effects.

Furthermore, the State of California regulates energy consumption under Title 24 of the California Code of Regulations. The Title 24 Building Energy Efficiency Standards were developed by the CEC and apply to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential and non-residential buildings. Adherence to these efficiency standards would result in a "maximum feasible" reduction in unnecessary energy consumption. As such, the development and operation of the proposed Project would not conflict with applicable energy conservation plans, and impacts would be less than significant.

Electricity and natural gas transmission and distribution lines are located in the Project site vicinity and all new service lines to the property and Project's structures would be installed as part of the Project's construction phase. Environmental impacts associated with construction of energy transmission and distribution infrastructure have been addressed throughout this IS/MND, and mitigation has been provided in each applicable section for all potential short-term impacts. Therefore, impacts due to the construction of energy transmission and distribution infrastructure as necessary to serve the proposed Project would not occur, or would be mitigated to below a level of significance with application of mitigation measures provided throughout this IS/MND.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

MANDATORY FINDINGS OF SIGNIFICANCE

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|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <p>50. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Source: Staff review, Project Application Materials

| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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As indicated in the discussion and analysis of Wildlife & Vegetation (IS/MND Section 7.), and assuming the implementation of Mitigation Measures M-BR-1 and M-BR-2, impacts to biological resources would be reduced to a level below significance. As indicated in the discussion of Historical and Archaeological Resources (IS/MND Sections 8. and 9.), and assuming implementation of Mitigation Measures M-CR-1 through M-CR-3, impacts to important examples of the major periods of California history or prehistory, including archaeological or historical resources, would be reduced to less-than-significant levels. Therefore, the proposed Project, with implementation of mitigation measures, would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant.

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| 51. <u>Findings of Fact:</u> Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Source: Staff review, Project Application Materials

Findings of Fact: Implementation of the proposed Project would result in potentially significant cumulative effects associated with biological resources, cultural resources, noise, and transportation and traffic. These potentially significant effects have been evaluated and disclosed in IS/MND Section 7 (Biological Resources), Sections 8 through 10 (Cultural Resources), Sections 30 through 34 (Noise), and Section 43 (Circulation). As indicated in these sections, although the Project has the potential to result in cumulatively considerable effects, mitigation measures have been imposed on the Project to reduce all direct and cumulative impacts to below a level of significance. There are no other cumulatively considerable impacts associated with the proposed Project that are not already evaluated and disclosed throughout this IS/MND

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| 52. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Source: Staff review, Project Application Materials

Findings of Fact: The Project's potential to result in substantial adverse effects on human beings has been evaluated throughout this IS/MND (e.g., Air Quality, Geology/Soils, Noise, etc.). Where potentially significant impacts are identified, mitigation measures have been imposed on the Project to reduce these adverse effects to a level below significance. There are no components of the proposed Project that could result in substantial adverse effects on human beings that are not already evaluated and disclosed throughout this IS/MND. Accordingly, no additional impacts would occur.

VI. EARLIER ANALYSES

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| Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). In this case, a brief discussion should identify the following:

Earlier Analyses Used, if any: None

Location Where Earlier Analyses, if used, are available for review: N/A

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Authorities cited: Public Resources Code Sections 21083 and 21083.05; References: California Government Code Section 65088.4; Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.05, 21083.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

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APPENDIX B:

MITIGATION, MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

| IMPACTS | LEVEL OF SIGNIFICANCE AFTER MITIGATION | MITIGATION MEASURES | RESPONSIBLE PARTY/ MONITORING PARTY | IMPLEMENTATION STAGE |
|--|--|---|--|--|
| <p>BIOLOGICAL RESOURCES</p> <p>7. WILDLIFE AND VEGETATION</p> <p>The proposed Project has the potential to result in conflicts with MSHCP policies relating to Criteria Area Species Survey Areas (CASSA) specified in MSHCP Section 6.3.2. Mitigation Measure M-BR-1 has been identified to reduce impacts to burrowing owls that may be present on the Project site.</p> | <p>Less than Significant</p> | <p>M-BR-1 (Condition of Approval 60 EPD.001) Within 30 days prior to initial grading or clearing activities, a qualified biologist shall conduct a survey of the Project site and make a determination regarding the presence or absence of the burrowing owl. The determination shall be documented in a report that shall be reviewed and approved by the County of Riverside prior to the issuance of a grading permit, subject to the following provisions:</p> <p>a) In the event that the pre-construction survey identifies no burrowing owls on the property, a grading permit may be issued without restriction.</p> <p>b) In the event that the pre-construction survey identifies the presence of at least one individual but less than three (3) mating pairs of burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.</p> <p>c) In the event that the pre-construction survey identifies the presence of three (3) or more mating pairs of burrowing owl, the requirements of MSCHP Species-Specific Conservation Objectives 5 for the burrowing owl shall be followed. Objective 5 states that if the site (including adjacent areas) supports three (3) or more pairs of burrowing owls and supports greater than 35 acres of suitable Habitat, at least 90 percent of the area with long-term conservation value and burrowing owl</p> | <p>Project Applicant/ Riverside County Environmental Programs Department, Riverside County Planning Department</p> | <p>M-BR-1 Prior to commencement of grading activities, the County of Riverside shall review a report to be provided by the Project Applicant documenting the results of the pre-grading burrowing owl survey and shall verify compliance with the recommendations specified therein.</p> |

MITIGATION MONITORING AND REPORTING PROGRAM

| IMPACTS | LEVEL OF SIGNIFICANCE AFTER MITIGATION | MITIGATION MEASURES | RESPONSIBLE PARTY/ MONITORING PARTY | IMPLEMENTATION STAGE |
|---|--|--|--|--|
| <p>Implementation of the proposed Project has the potential to impact active bird nests if vegetation clearance were to occur during migratory bird nesting season. Mitigation Measure M-BR-2 has been identified to ensure that the Project would have less-than-significant impacts on nesting birds.</p> | <p>Less than Significant</p> | <p>pairs will be conserved onsite until it is demonstrated that Objectives 1-4 have been met. A grading permit shall only be issued, either:</p> <ul style="list-style-type: none"> • Upon approval and implementation of a property-specific Determination of Biologically Superior Preservation (DBESP) report for the burrowing owl by the CDFW; or • A determination by the biologist that the site is part of an area supporting less than 35 acres of suitable Habitat, and upon passive or active relocation of the species following CDFW protocols. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit. | <p>Project Applicant/ Riverside County Environmental Programs Department, Riverside County Planning Department</p> | <p>M-BR-2 If grading is proposed during the migratory bird nesting season (February 1 through September 15), prior to the issuance of grading permits, the County of Riverside shall review the results of the preconstruction nesting bird species survey report and shall verify that all measures specified therein to protect nesting migratory bird species are adhered to during grading activities. Alternatively, if no grading is anticipated during the migratory bird</p> |
| | | <p>M-BR-2 (Condition of Approval 60.EPD.002) As a condition of grading permits, vegetation clearing and ground disturbance shall be prohibited during the migratory bird nesting season (February 1 through September 15), unless a migratory bird nesting survey is completed in accordance with the following requirements:</p> <ol style="list-style-type: none"> A migratory nesting bird survey of the Project's impact footprint, including suitable habitat within a 500-foot radius, shall be conducted by a qualified biologist within three (3) days prior to initiating vegetation clearing or ground disturbance. A copy of the migratory nesting bird survey results shall be provided to the County of Riverside. If the survey identifies the presence of active nests, then the qualified biologist shall provide the County of Riverside with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to | | |

MITIGATION MONITORING AND REPORTING PROGRAM

| IMPACTS | LEVEL OF SIGNIFICANCE AFTER MITIGATION | MITIGATION MEASURES | RESPONSIBLE PARTY/ MONITORING PARTY | IMPLEMENTATION STAGE |
|-------------------------------------|--|--|--|--|
| | | <p>protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the County of Riverside and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist verifies that the nests are no longer occupied and the juvenile birds can survive independently from their nests.</p> | | <p>nesting season, then the County of Riverside shall ensure that implementing grading permits are conditioned to prohibit grading activities during the nesting season (February 1 through September 15).</p> |
| <p>CULTURAL RESOURCES</p> | | | | |
| <p>8. HISTORIC RESOURCES</p> | <p>There is a potential that during grading of the property, unique historical resources or sites could be uncovered. The Project's potential to physically impact unique historical resources that could be buried beneath the surface represents a significant impact before mitigation.</p> | <p>Less than Significant</p> | <p>M-CR-1 (Condition of Approval 10.Planning.003) The developer/permit holder shall comply with the following for the life of this permit:</p> <p>If during ground disturbance activities, unanticipated cultural resources are discovered, the following procedures shall be followed (a cultural resource site is defined as being a feature and/or three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to sacred or cultural importance):</p> <ol style="list-style-type: none"> 1) All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. If not already employed by the Project developer, a County-approved archaeologist shall be employed by the Project developer to assess the value/importance of the cultural resource, attend the meeting described, and continue monitoring of all future site grading activities as necessary. 2) The developer shall call the County Archaeologist immediately upon discovery of the cultural resource to convene the meeting. 3) At the meeting with the aforementioned parties, the | <p>M-CR-1 No monitoring is required. However, if during ground disturbance activities, unanticipated cultural resources are discovered, compliance with Mitigation Measure M-CR-1 (Condition of Approval 10.Planning.3) is required.</p> |

MITIGATION MONITORING AND REPORTING PROGRAM

| IMPACTS | LEVEL OF SIGNIFICANCE AFTER MITIGATION | MITIGATION MEASURES | RESPONSIBLE PARTY/ MONITORING PARTY | IMPLEMENTATION STAGE |
|---|--|--|---|--|
| <p>9. ARCHAEOLOGICAL RESOURCES</p> <p>There is a potential that during grading of the property, human remains could be uncovered. The Project's potential to uncover human remains represents a significant impact before mitigation.</p> | <p>Less than Significant</p> | <p>significance of the discoveries shall be discussed and a decision is to be made with the concurrence of the County Archaeologist, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resource.</p> <p>4) Further ground disturbance shall not resume within the area of discovery until a meeting has been convened with the aforementioned parties and a decision is made with the concurrence of the County Archaeologist, as to the appropriate mitigation measures.</p> | <p>Project Grading Contractor, Project Applicant / Riverside County Planning Department, Riverside County Archaeologist</p> | <p>M-CR-2 No monitoring is required. However, if human remains are encountered during grading activities, compliance with Mitigation Measure M-CR-2 (Condition of Approval 10 Planning.2) is required.</p> |
| <p>10. PALEONTOLOGICAL RESOURCES</p> <p>There is a potential that during grading of the property, unique paleontological resources or sites could be uncovered. The Project's potential to physically impact unique paleontological resources that could be buried beneath the surface, however remote that possibility may be, represents a significant impact before mitigation.</p> | <p>Less than Significant</p> | <p>M-CR-2 (Condition of Approval 10 Planning.002 - If human remains found) Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner and the County Archaeologist concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the Project area shall also be subject to consultation between appropriate representatives from that group and the County Archaeologist.</p> | <p>Project Applicant, Project Grading Contractor, Qualified Paleontologist / Riverside County Planning Department</p> | <p>M-CR-3 A final monitoring and mitigation report of findings and significance, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location shall be prepared. A letter documenting receipt and acceptance of all</p> |

MITIGATION MONITORING AND REPORTING PROGRAM

| IMPACTS | LEVEL OF SIGNIFICANCE AFTER MITIGATION | MITIGATION MEASURES | RESPONSIBLE PARTY/ MONITORING PARTY | IMPLEMENTATION STAGE |
|---|--|--|--|--|
| <p>GREENHOUSE GAS EMISSIONS</p> <p>21. GREENHOUSE GASES</p> <p>Implementation of the proposed Project has the potential to generate greenhouse gases that would impact the environment. Mitigation measure M-GG-1 has been identified to ensure that the Project would result in less-than-significant greenhouse gas impacts.</p> | | | | |
| | Less than Significant | <p>M-GG-1 (Condition of Approval 80.Planning 024) To reduce water demands and associated energy use, subsequent development proposals within the Project site shall incorporate a Water Conservation Strategy and demonstrate a minimum 30% reduction in outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy). Evidence of compliance with this requirement shall be documented in a technical study to be reviewed by the Riverside County Planning Department, and shall be approved prior to issuance of building permits. The technical report shall require implementation of the following measures to reduce the Project's water demands:</p> <ul style="list-style-type: none"> a) Landscaping palette emphasizing drought tolerant plants; b) Use of water-efficient irrigation techniques; c) U.S. Environmental Protection Agency (EPA) Certified WaterSense labeled or equivalent faucets, high-efficiency toilets (HETs), and water-conserving shower heads. | Project Applicant/ Riverside County Planning Department | <p>M-GG-1 Prior to the issuance of building permits, the Project Applicant shall demonstrate that the target reduction in outdoor water demand has been accommodated by the Project's plans. The County shall also review final landscaping plans for compliance with this requirement, and to ensure the use of drought tolerant plants, water-efficient irrigation techniques, and the use of water saving faucets, toilets, and shower heads.</p> |
| <p>HAZARDS AND HAZARDOUS MATERIALS</p> <p>22. HAZARDS AND HAZARDOUS MATERIALS</p> <p>The Project site has the potential to be contaminated by pesticides, herbicides, and/or petroleum which may cause hazardous materials to be emitted within one quarter mile of an existing school during Project Implementation of Mitigation Measures M-HM-1 and M-HM-2 would ensure that the site's existing</p> | | | | |
| | Less than Significant | <p>M-HM-1 (Condition of Approval 60.E.Health 001) The Riverside County Department of Environmental Health Environmental Cleanup Program (RCDEH-ECP) has reviewed the Phase I Environmental Site Assessment (ESA) prepared by PETRA Geotechnical, Inc. dated November 22, 2013. Based on the information provided in the report and historic agricultural activity associated with the property soil sampling and analysis is required to evaluate for the presence of pesticides. The soil sampling and analysis (i.e., Limited Phase</p> | Project Applicant / Riverside County Environmental Health Department | <p>M-HM-1 Prior to issuance of a grading permit, the Project Applicant shall provide evidence to the Riverside County Department of Environmental Health documenting the results of the Phase II ESA and any</p> |

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| <p>conditions are attenuated so as not to pose a risk to students at the Highgrove Elementary School.</p> | | <p>II ESA) shall be conducted prior to the issuance of grading permits, and shall be conducted in accordance to the Interim Guidance for Sampling Agricultural Properties (DTSC, 2008). In the event that the Phase II ESA identifies the presence of contaminants at levels that exceed applicable federal, state, or local regulations, then prior to commencement of grading activities, the Project Applicant shall implement the recommendations of the Phase II ESA. Grading activities at the site may not commence until completion of any required remediation efforts to the satisfaction of the Riverside County Department of Environmental Health.</p> | | <p>remediation activities that were required pursuant to the Phase II ESA. A grading permit may be issued once Riverside County Department of Environmental Health verifies that the existing site conditions have been appropriately remediated.</p> |
| <p>A 6-inch petroleum pipeline owned by Kinder Morgan occurs within the existing alignment of California Street. Although impacts to this existing pipeline are not anticipated by the Project, Mitigation Measure M-HM-3 has been identified to ensure that appropriate coordination efforts are conducted with Kinder Morgan prior to the issuance of grading permits, and to ensure that grading plan designs fully avoid any impacts to this facility.</p> | <p>Less than Significant</p> | <p>M-HM-2 (Condition of Approval 60.Planning.024) Prior to issuance of grading permits, the County shall ensure that the following note is included on the grading plans: "In the event that septic tanks or leach fields are encountered during site development, the septic tanks and/or leach fields shall be removed in accordance with current federal, state, and/or County regulations."</p> <p>M-HM-3 (Condition of Approval 60.Planning.025) Prior to issuance of a grading permit, the Project Applicant or their representative shall contact Kinder Morgan and work under their supervision and in accordance with their survey protocols to identify and flag the precise alignment of the existing 6-inch petroleum pipeline located within the existing alignment of California Street. The grading plan associated with the grading permit shall indicate the precise alignment of the Kinder Morgan pipeline, and be designed to avoid disturbance to the facility. The grading plan shall depict the Kinder Morgan pipeline in plan and profile (based on the survey data). No grading permit shall be issued until a letter of verification is received from Kinder Morgan that concurs with the measures that have been incorporated into the grading plan to ensure pipeline protection when working near this facility.</p> | <p>Project Applicant / Riverside County Building and Safety Department</p> | <p>M-HM-2 The County shall ensure that the required note is included on Project grading plans prior to issuance of grading permits.</p> <p>M-HM-3 Prior to the issuance of grading permits, the County Building and Safety Department shall ensure that appropriate measures have been undertaken to ensure pipeline protection during Project construction activities, including the required coordination and verification efforts with Kinder Morgan.</p> |
| <p>NOISE</p> | | | | |
| <p>34. NOISE EFFECTS ON OR BY THE PROJECT</p> | | | | |
| <p>Temporary construction-related noise impacts associated with the Project are expected to create intermittent high-level noise at receivers surrounding the Project site. Although not required because construction-related</p> | <p>Less than Significant</p> | <p>Mitigation for Construction Noise Impacts:</p> <p>M-N-1: (Condition of Approval 60.Planning.026) Prior to issuance of grading or building permits, the County shall ensure that the grading or building plans include a note requiring compliance with the timing restrictions specified by</p> | <p>Project Applicant/ Riverside County Planning Department</p> | <p>M-N-1: The County shall review future grading and building plans prior to the issuance of permits for compliance with this measure.</p> |

MITIGATION MONITORING AND REPORTING PROGRAM

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| <p>impacts would be less than significant assuming compliance with Section 9.52.020 of the County's Noise Regulation ordinance. Mitigation Measures M-N-1 through M-N-4 have nonetheless been imposed on the Project to reduce to the maximum feasible extent Project-related construction noise levels affecting nearby sensitive receptors.</p> | | <p>Section 9.52.020 of the County's Noise Regulation ordinance (Riverside County Ordinance No. 847).</p> <p>M-N-2: (Condition of Approval 60.Planning.027) Prior to issuance of grading or building permits, the County shall ensure that grading and/or buildings plans include a note requiring the construction contractor to equip all construction equipment, fixed or mobile with properly operating and maintained mufflers, consistent with manufacture's standards. This note also shall be specified in bid documents issued to prospective construction contractors.</p> <p>M-N-3: (Condition of Approval 60.Planning.028) Prior to issuance of grading or building permits, the County shall ensure that grading and/or buildings plans include a note requiring the construction contractor to locate equipment staging in areas that would create the greatest distance between the construction-related noise sources and noise sensitive receptors nearest the Project site during all phases of construction. The note also shall require construction contractor(s) to place all stationary equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site. This note also shall be specified in bid documents issued to prospective construction contractors.</p> <p>M-N-4: (Condition of Approval 60.Planning.029) Prior to issuance of grading or building permits, the County shall ensure that grading and/or buildings plans include a note requiring the construction contractor to limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 6:00 AM and 6:00 PM during the months of June through September and 7:00 AM and 6:00 PM during the months of October through May. This note also shall be specified in bid documents issued to prospective construction contractors.</p> <p>M-N-5: (Condition of Approval 80.Planning.029) Prior to building permit final inspection for Lots facing Center Street and Spring Street (Lot Nos. 1 through 8, 22 through 29, 30 through 36; 48 through 52, 132 through 138; and 151 through 156), the Riverside Building and Safety Department shall ensure that the affected lots have been provided with a "windows closed" condition requiring a means of mechanical ventilation (e.g. air conditioning). In order to meet the County of Riverside 45 dBA CNEL interior noise standard, the proposed Project shall provide the affected lots with the following or equivalent noise mitigation measures:</p> | <p>M-N-2: The County shall review future grading and building plans prior to the issuance of permits for compliance with this measure.</p> <p>M-N-3: The County shall review future grading and building plans prior to the issuance of permits for compliance with this measure.</p> <p>M-N-4: Prior to the issuance of building permits, the County shall review proposed building plans for compliance with the identified requirements.</p> <p>M-N-5: Prior to the issuance of building permits, the County shall review proposed building plans for compliance with the identified requirements</p> | <p>Project Applicant/ Riverside County Planning Department</p> |
| <p>The future first and second floor interior noise levels at the façade are estimated to range from 58.7 dBA CNEL to 68.3 dBA CNEL for homes adjacent to Center Street and Spring Street. In order to meet the County of Riverside 45 dBA CNEL interior noise level standard, mitigation measure M-N-5 has been identified.</p> | <p>Less than Significant</p> | | | |

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| <p>36. FIRE SERVICES Although Project-related impacts associated with the provision of new or physically altered fire protection facilities would be less than significant, Mitigation Measure M-PS-1 is recommended to ensure compliance with the provisions of the County's DIF Ordinance (Ordinance 659).</p> | <p>Less than Significant</p> | <p>a) All windows and sliding glass doors shall be well fitted, well weather-stripped assemblies and shall have a minimum sound transmission class (STC) rating of 27. Air gaps and rattling shall not be permitted. b) All exterior doors shall be well weather-stripped solid core assemblies at least 1.75-inches thick. c) Roof sheathing of wood construction shall be well fitted or caulked plywood of at least 0.50-inch thick. Ceilings shall be well fitted, well-sealed gypsum board of at least 0.50-inch thick. Insulation with at least a rating of R-19 shall be used in the attic space. d) Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use. A forced air circulation system (e.g. air conditioning) which satisfy the requirements of the Uniform Mechanical Code shall be provided.</p> | <p>Project Applicant / Riverside County Building and Safety Department</p> | <p>M-PS-1 The Riverside County Building and Safety Department shall ensure that appropriate fees have been paid in accordance with County Ordinance No. 659 prior to building permit final inspection for each residential dwelling unit within Tentative Tract Map No. 36668.</p> |
| <p>37. SHERIFF SERVICES Although Project-related impacts associated with of new or physically altered sheriff protection facilities would be less than significant, the Project applicant shall pay DIF fees as required by Mitigation Measure M-PS-1.</p> | <p>Less than Significant</p> | <p>M-PS-1 (Condition of Approval 10.Planning.012) The Project shall comply with County's Development Impact Fee (DIF) Ordinance, which requires payment of a development mitigation fee to assist in providing revenue that the County can use to improve public facilities and/or equipment, to offset the incremental increase in the demand for public services that would be created by the Project. Prior to building permit final inspection, the Project Applicant shall pay fees in accordance with the County's Ordinance 659.</p> | <p>Project Applicant / Riverside County Building and Safety Department</p> | <p>Monitoring shall occur as specified above for Mitigation Measure M-PS-1.</p> |
| <p>38. SCHOOLS Although Project-related impacts associated with of new or physically altered schools would be less than significant, Mitigation Measure M-PS-2 is recommended to ensure compliance with the Leroy F. Greene School Facilities Act of 1998 (Senate</p> | <p>Less than Significant</p> | <p>M-PS-2: (Condition of Approval 80.Planning.011) The Project shall comply with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50), which requires payment of a school impact fee on a per dwelling unit basis to assist in providing revenue that school districts (including RUSD) can use to ensure the adequate provision of public education facilities and services to service new development. Prior to the</p> | <p>Project Applicant / Riverside County Building and Safety Department</p> | <p>M-PS-2 The Riverside County Building and Safety Department shall ensure that appropriate fees have been paid in accordance with Senate Bill 50 prior to building permit final</p> |

MITIGATION MONITORING AND REPORTING PROGRAM

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| Bill 50). | | issuance of building permits, the Project Applicant shall pay required impact fees to the RUSD following RUSD protocol for impact fee collection. | | inspection for each residential dwelling unit within Tentative Tract Map No. 36668. |
| 39. Libraries Although Project-related impacts associated with of new or physically altered library facilities would be less than significant, the Project Applicant shall pay DIF fees as required by Mitigation Measure M-PS-1. | Less than Significant | Mitigation Measure M-PS-1 shall apply. | Project Applicant / Riverside County Building and Safety Department | Monitoring shall occur as specified above for Mitigation Measure M-PS-1. |
| 40. HEALTH SERVICES Although Project-related impacts associated with of new or physically altered health services facilities would be less than significant, the Project Applicant shall pay DIF fees as required by Mitigation Measure M-PS-1. | Less than Significant | Mitigation Measure M-PS-1 shall apply. | Project Applicant / Riverside County Building and Safety Department | Monitoring shall occur as specified above for Mitigation Measure M-PS-1. |
| TRANSPORTATION/TRAFFIC | | | | |
| 43. CIRCULATION The proposed Project would result in the following impacts to study area intersections: <u>Existing Plus Project Conditions:</u> <i>Cumulatively Significant Impacts</i> <ul style="list-style-type: none"> ▪ Stephens Avenue / Center Street ▪ Highgrove Place / Center Street ▪ Iowa Avenue / Columbia Avenue ▪ Iowa Avenue / Marlborough Avenue ▪ Cumulative Traffic Signal Impacts ▪ Highgrove Place / Center Street Existing Plus Ambient Plus Project (2018) Conditions: <i>Significant Direct Impacts</i> <ul style="list-style-type: none"> ▪ Iowa Avenue / Spruce Street | Less than Significant | M-TR-1 (Condition of Approval 90.Trans.001) Prior to the issuance of any building permits, the Project Proponent shall make required per-unit fee payments associated with the Western Riverside County Transportation Uniform Mitigation Fees (TUMF), and the County of Riverside Development Impact Fee (DIF), to reduce to a level below significance the Project's impacts to the following intersections within unincorporated Riverside County: <ul style="list-style-type: none"> • Stephens Avenue / Center Street • Highgrove Place / Center Street • Iowa Avenue / Spruce Street M-TR-2 (Condition of Approval 50.Trans.040) To fully satisfy the Project Applicant's obligations for cumulative improvement needs at the study area intersections located wholly or partially within the City of Riverside, the Project Applicant shall enter into an agreement with the City of Riverside to pay traffic impact fees in accordance with City of Riverside Municipal Code Chapter 16.64, Traffic Signal and Railroad Signal Mitigation Fees and Transportation Impact Fees, to reduce to a level below significance the Project's impacts to the following intersections within the City Limits: | Project Applicant / Riverside County Building and Safety Department | M-TR-1 Prior to issuance of any building permits, the Riverside County Building and Safety Department shall ensure that appropriate fees have been paid in accordance with the Western Riverside County Transportation Uniform Mitigation Fees (TUMF) and the County of Riverside Development Impact Fee (DIF) programs. M-TR-2 Prior to issuance of any building permits, the Riverside County Building and Safety Department shall ensure that appropriate fees have been paid in accordance with the City of Riverside Municipal Code Chapter 16.64, Traffic |

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| <p><i>Cumulatively Significant Impacts</i></p> <ul style="list-style-type: none"> ▪ Stephens Avenue / Center Street ▪ Highgrove Place / Center Street ▪ Iowa Avenue / Columbia Avenue ▪ Iowa Avenue / Marlborough Avenue | | <ul style="list-style-type: none"> • Iowa Avenue / Palmyrita Avenue; • Iowa Avenue / Columbia Avenue; • Iowa Avenue / Marlborough Avenue; and • Iowa Avenue / Spruce Street. <p>M-TR-3 (Condition of Approval 50, Trans.039) Prior to the first building permit final inspection, the Project Applicant shall work with the City of Riverside Public Works Department to modify the traffic signal timing at the intersection of Iowa Avenue at Spruce Street to accommodate a 120 second cycle length, or other such adjustments or improvements, as determined necessary by the Public Works Department, to address projected near-term level of service deficiencies at this intersection.</p> | | <p>Signal and Railroad Signal Mitigation Fees and Transportation Impact Fees.</p> <p>M-TR-3 Prior to the issuance of first building permit final inspection, the Project Applicant shall provide evidence that the signal timing has been modified as required by this measure.</p> |
| <p><i>Cumulatively Significant Impacts</i></p> <ul style="list-style-type: none"> ▪ Highgrove Place / Center Street <p><i>Existing Plus Ambient Plus Project Plus Cumulative (2018) Conditions:</i></p> <p><i>Cumulatively Significant Impacts</i></p> <ul style="list-style-type: none"> ▪ Stephens Avenue / Center Street ▪ Highgrove Place / Center Street ▪ Iowa Avenue / Center Street ▪ Iowa Avenue / Palmyrita Avenue ▪ Iowa Avenue / Columbia Avenue ▪ Iowa Avenue / Marlborough Avenue ▪ Iowa Avenue / Spruce Street | | <p>M-TR-4 (Condition of Approval 90, Trans.013) Prior to the first building permit final inspection, the Project applicant shall pay a fair-share amount equal to 9.7% of the total cost of improving the intersection of Iowa Avenue at Center Street to provide the non-TUMF funded improvements listed in Table 1-5 of the Bixby-Highgrove Residential (TTM No. 36668) Traffic Impact Analysis prepared by Urban Crossroads, dated July 2, 2014. (IS/MND Appendix L). The fair share amount is based on the Project's share of traffic over the total growth of traffic at these intersections. The fair share contribution shall be used to fund future improvements or a combination of improvements of these intersections or as approved by the Director of Transportation.</p> | | <p>M-TR-4 Prior to the issuance of the first building permit final inspection, the Project Proponent shall provide evidence to the Riverside County Building and Safety Department that appropriate fees have been paid.</p> |
| <p><i>Cumulatively Traffic Signal Impacts</i></p> <ul style="list-style-type: none"> ▪ Highgrove Place / Center Street <p><u>Horizon Year (2035) Traffic Conditions:</u></p> <p><i>Cumulatively Significant Impacts</i></p> <ul style="list-style-type: none"> ▪ Stephens Avenue / Center Street ▪ Highgrove Place / Center Street ▪ Iowa Avenue / Center Street ▪ Iowa Avenue / Palmyrita Avenue ▪ Iowa Avenue / Columbia Avenue | | | | |

MITIGATION MONITORING AND REPORTING PROGRAM

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| <ul style="list-style-type: none"> ▪ Iowa Avenue / Marlborough Avenue ▪ Iowa Avenue / Spruce Street <p><i>Cumulative Traffic Signal Impacts</i></p> <ul style="list-style-type: none"> ▪ Highgrove Place / Center Street <p>Mitigation Measures M-TR-1 through M-TR-8 have been identified to ensure that the Project would not conflict with any applicable plans, ordinances or policies establishing a measure of effectiveness for the performance.</p> | | | | |
| <p>UTILITY AND SERVICE SYSTEMS</p> | | | | |
| <p>47. SOLID WASTE</p> <p>The proposed Project would be served by landfills with adequate capacity to accommodate the Project's solid waste needs during both construction and long-term operation. Although impacts solid waste would be less than significant, mitigation measures provided by Riverside County Waste Management Department (RCWMD, 2014) are provided to reduce the amount of solid waste generated by the Project, which in turn would aid in the extension of the life of affected disposal sites.</p> | <p>Less than Significant</p> | <p>M-SW-1 (Condition of Approval 60.Planning.025) Prior to the issuance of building permits for each phase, a Waste Recycling Plan (WRP) shall be submitted to Riverside County Waste Management Department for approval. At a minimum, the WRP must identify the materials (i.e. concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. During construction, the Project shall have, at minimum, two (2) bins: one for waste disposal (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D materials. Additional bins are encouraged to be used for recycling of C&D materials. Accurate record keeping (receipts) for recycling of C&D materials and solid waste disposal must be kept. Arrangements can be made with the franchise hauler.</p> <p>M-SW-2 (Condition of Approval 60.Planning.025) Prior to building permit final inspection for each phase, evidence (i.e. receipts or other type of verification) to demonstrate Project compliance with the approved WRP shall be presented by the Project Proponent to the Planning Division of the Riverside County Waste Management Department in order to clear the Project for occupancy permits. Receipts must clearly identify the amount of waste disposed and Construction and Demolition (C&D) materials recycled.</p> | <p>Project Applicant/ Riverside County Planning Department/ Riverside County Waste Management Department</p> | <p>M-SW-1 Prior to the issuance of building permits for each phase, the County shall verify that the required WRP has been approved by the Riverside County Waste Management Department.</p> <p>M-SW-2 Prior to building permit final inspection for each phase, the County shall verify that all applicable requirements of the required WRP have been met to the satisfaction of the Riverside County Waste Management Department.</p> |

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10. GENERAL CONDITIONS

10. EVERY. 3 MAP- DEFINITIONS RECOMMND

The words identified in the following list that appear in all capitals in the attached conditions of Tentative Tract Map No. 36668 shall be henceforth defined as follows:

TENTATIVE MAP = Tentative Tract Map No. 36668, Amended No. 1, dated 4/9/2015.

GPA = General Plan Amendment No. 1126, dated 3/18/2014.

CHANGE OF ZONE = Change of Zone 7811, dated 5/9/2015.

EXHIBIT L= Landscape Plan, dated 5/11/2015.

FINAL MAP = Final Map or Parcel Map for the TENTATIVE MAP whether recorded in whole or in phases.

10. EVERY. 4 MAP - 90 DAYS TO PROTEST RECOMMND

The land divider has 90 days from the date of approval of these conditions to protest, in accordance with the procedures set forth in Government Code Section 66020, the imposition of any and all fees, dedications, reservations and/or other exactions imposed on this project as a result of the approval or conditional approval of this project.

BS GRADE DEPARTMENT

10.BS GRADE. 1 MAP - GENERAL INTRODUCTION RECOMMND

Improvements such as grading, filling, stockpiling, over excavation and recompactation, and base or paving which require a grading permit are subject to the included Building and Safety Department conditions of approval.

10.BS GRADE. 3 MAP - OBEY ALL GDG REGS RECOMMND

All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in Riverside County and prior to commencing any grading which includes 50 or more cubic yards, the applicant shall obtain a grading permit from the Building and Safety Department.

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10. GENERAL CONDITIONS

10.BS GRADE. 4

MAP - DISTURBS NEED G/PMT

RECOMMND

Ordinance 457 requires a grading permit prior to clearing, grubbing, or any top soil disturbances related to construction grading.

10.BS GRADE. 6

MAP - NPDES INSPECTIONS

RECOMMND

Construction activities including clearing, stockpiling, grading or excavation of land which disturbs less than 1 acre and requires a grading permit or construction Building permit shall provide for effective control of erosion, sediment and all other pollutants year-round. The permit holder shall be responsible for the installation and monitoring of effective erosion and sediment controls. Such controls will be evaluated by the Department of Building and Safety periodically and prior to permit Final to verify compliance with industry recognized erosion control measures.

Construction activities including but not limited to clearing, stockpiling, grading or excavation of land, which disturbs 1 acre or more or on-sites which are part of a larger common plan of development which disturbs less than 1 acre are required to obtain coverage under the construction general permit with the State Water Resources Control Board. You are required to provide proof of WDID# and keep a current copy of the storm water pollution prevention plan (SWPPP) on the construction site and shall be made available to the Department of Building and Safety upon request.

Year-round, Best Management Practices (BMP's) shall be maintained and be in place for all areas that have been graded or disturbed and for all material, equipment and/or operations that need protection. Stabilized Construction Entrances and project perimeter linear barriers are required year round. Removal BMP's (those BMP's which must be temporarily removed during construction activities) shall be in place at the end of each working day.

Monitoring for erosion and sediment control is required and shall be performed by the QSD or QSP as required by the Construction General Permit. Stormwater samples are required for all discharge locations and projects may not exceed limits set forth by the Construction General Permit Numeric Action Levels and/or Numeric Effluent Levels. A Rain Event Action Plan is required when there is a 50% or

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10. GENERAL CONDITIONS

10.BS GRADE. 6 MAP - NPDES INSPECTIONS (cont.) RECOMMND

greater forecast of rain within the 48 hours, by the National Weather Service or whenever rain is imminent. The QSD or QSP must print and save records of the precipitation forecast for the project location area from (<http://www.srh.noaa.gov/forecast>) and must accompany monitoring reports and sampling test data. A Rain gauge is required on site. The Department of Building and Safety will conduct periodic NPDES inspections of the site throughout the recognized storm season to verify compliance with the Construction General Permit and Stormwater ordinances and regulations.

10.BS GRADE. 7 MAP - EROS CNTRL PROTECT RECOMMND

Graded but undeveloped land shall provide, in addition to erosion control planting, any drainage facility deemed necessary to control or prevent erosion. Additional erosion protection may be required during the rainy season from October 1, to May 31.

10.BS GRADE. 8 MAP - DUST CONTROL RECOMMND

All necessary measures to control dust shall be implemented by the developer during grading. A PM10 plan may be required at the time a grading permit is issued.

10.BS GRADE. 9 MAP - 2:1 MAX SLOPE RATIO RECOMMND

Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved.

10.BS GRADE. 11 MAP - MINIMUM DRNAGE GRADE RECOMMND

Minimum drainage grade shall be 1% except on portland cement concrete where .35% shall be the minimum.

10.BS GRADE. 13 MAP - SLOPE SETBACKS RECOMMND

Observe slope setbacks from buildings & property lines per the California Building Code as amended by Ordinance 457.

10.BS GRADE. 14 MAP - SLOPES IN FLOODWAY RECOMMND

Graded slopes which infringe into the 100 year storm flood way boundaries, shall be protected from erosion, or other flood hazards, by a method acceptable to the Building &

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10. GENERAL CONDITIONS

10.BS GRADE. 14 MAP - SLOPES IN FLOODWAY (cont.) RECOMMND

Safety Department Engineer - which may include Riverside County Flood Control & Water Conservation District's review and approval. However, no graded slope will be allowed which in the professional judgment of the Building and Safety Engineer blocks, concentrates or diverts drainage flows.

10.BS GRADE. 19 MAP - RETAINING WALLS RECOMMND

Lots which propose retaining walls will require separate permits. They shall be obtained prior to the issuance of any other building permits - unless otherwise approved by the Building and Safety Director. The walls shall be designed by a Registered Civil Engineer - unless they conform to the County Standard Retaining Wall designs shown on the Building and Safety Department form 284-197.

10.BS GRADE. 23 MAP - MANUFACTURED SLOPES RECOMMND

Plant and irrigate all manufactured slopes equal to or greater than 3 feet in vertical height with drought tolerant grass or ground cover; slopes 15 feet or greater in vertical height shall also be planted with drought tolerant shrubs or trees in accordance with the requirements of Ordinance 457.

10.BS GRADE. 24 MAP - FINISH GRADE RECOMMND

Finish grade shall be sloped to provide proper drainage away from all exterior foundation walls in accordance with the California Building Code and Ordinance 457.

E HEALTH DEPARTMENT

10.E HEALTH. 1 RIV HIGHLAND WTR CO-WATER SVC RECOMMND

Tract Map 36668 is proposing to obtain potable water service from Riverside Highland Water Company per "Will-Serve" Letter dated 7-10-14. It is the responsibility of the developer to ensure that all requirements to receive potable water service are met with Riverside Highland Water Company as well as all other applicable agencies.

08/20/15
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CONDITIONS OF APPROVAL

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10. GENERAL CONDITIONS

10.E HEALTH. 2 USE - SEWER SERVICE

RECOMMND

TR36668 is proposing sanitary sewer service from City of Riverside Public Works as per the will serve letter dated November 21, 2014. It is the responsibility of the developer to ensure that all requirements to obtain sanitary sewer service are met with the appropriate purveyor as well as all other applicable agencies.

Any existing onsite wastewater treatment system and/or onsite water well shall be properly removed or abandoned under permit with the Department of Environmental Health.

FIRE DEPARTMENT

10.FIRE. 1 MAP-#50-BLUE DOT REFLECTORS

RECOMMND

Blue retroreflective pavement markers shall be mounted on private streets, public streets and driveways to indicate location of fire hydrants. Prior to installation, placement of markers must be approved by the Riverside County Fire Department.

10.FIRE. 2 MAP-#16-HYDRANT/SPACING

RECOMMND

Schedule fire protection approved standard fire hydrants, (6"x4"x2 1/2") located one at each street intersection and spaced no more than 500 feet apart in any direction, with no portion of any lot frontage more than 250 feet from a hydrant. Minimum fire flow shall be 1000 GPM for 2 hour duration at 20 PSI. Shall include perimeter streets at each intersection and spaced 1,000 feet apart.

FLOOD RI DEPARTMENT

10.FLOOD RI. 1 MAP FLOOD HAZARD REPORT

RECOMMND

Tract Map (TR) 36668 proposes to subdivide the 65-acre site into residential lots and a park in the Highgrove area. The site is located on the south side of Center Street bounded by California Street to the west and Garfield Avenue to the east. Change of Zone 07811, which proposes to change the current zoning of the site from Industrial Park (I-P) and Manufacturing - Service Commercial (M-SC) to One Family Dwellings (R-1), is being processed concurrently.

The conditions listed here are in reference to the Amended

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10. GENERAL CONDITIONS

10.FLOOD RI. 1 MAP FLOOD HAZARD REPORT (cont.)

RECOMMND

Number 1 Exhibit "F" received November 25, 2014 (dated November 19, 2014):

The southern boundary of the site is located within the 100-year Zone A flood plain limits for Spring Brook Wash as delineated on Panel Number 06065C-0065G of the Flood Insurance Rate Maps (FIRM) issued in conjunction with the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA). The map layout shows Lot 144 is impacted by this floodplain. A Conditional Letter of Map Revision (CLOMR) shall be obtained prior to the recordation of the map and a Letter of Map Revision (LOMR) to remove any residential lots from the floodplain shall be obtained prior to occupancy.

The site presently drains in a sheet flow manner in a northwesterly direction. The two District owned and maintained facilities, Center Street Storm Drain and Spring Street Channel which each run along/in their respective named roadways, both serve as adequate outlets for this project. However, both facilities lack capacity as they each have a conveyance capacity for only the 25-year tributary peak discharge and the both discharge storm flows on to private property downstream. Therefore, increased runoff mitigation is required for all post-development runoff tributary to these drainage facilities. The volume requirement for mitigation of the increased runoff is separate from but overlaps the volume requirement for water quality treatment. The drainage report indicates the development has three basins propose to satisfy the increased runoff and water quality mitigation requirements.

The review and approval of the preliminary and final Water Quality Management Plan (WQMP), along with any associated drainage and grading plans, is being processed by the Transportation Department.

The District owned and maintained Spring Street Channel is an open, concrete-lined channel that runs along the south side of Spring Street. The existing channel provides an adequate outlet to convey the mitigated onsite stormwater runoff from the southern portion of the site. The developer intends to enclose the channel and convert it to a storm drain in order to maximize the required road improvements to Spring Street. The District does not oppose to this design concept provided the new storm drain

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10. GENERAL CONDITIONS

10.FLOOD RI. 1 MAP FLOOD HAZARD REPORT (cont.) (cont.) RECOMMND

has 100-year capacity (flowing full) and is constructed to the District's standards. The District will not release occupancy permits for any buildings within the southern portion of the map that drains to Spring Street Storm Drain (Lots 132-200) until the new storm drain and the drainage system are deemed substantially complete. Also, the District will not release occupancy permits for any residential lot exceeding the 80% of the total recorded residential lots within the map or phase within the recorded map prior to the District's acceptance of the drainage system for operation and maintenance.

(Modified at PC 7-29-15)

10.FLOOD RI. 3 MAP 10 YR CURB - 100 YR ROW RECOMMND

The 10 year storm flow shall be contained within the curb and the 100 year storm flow shall be contained within the street right of way. When either of these criteria is exceeded, additional drainage facilities shall be installed. The property shall be graded to drain to the adjacent street or an adequate outlet.

10.FLOOD RI. 4 MAP 100 YR SUMP OUTLET RECOMMND

Drainage facilities outletting sump conditions shall be designed to convey the tributary 100 year storm flows. Additional emergency escape shall also be provided.

10.FLOOD RI. 5 MAP PERP DRAINAGE PATTERNS RECOMMND

The property's street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage areas, outlet points and outlet conditions. Otherwise, a drainage easement shall be obtained from the affected property owners for the release of concentrated or diverted storm flows. A copy of the recorded drainage easement shall be submitted to the District for review.

10.FLOOD RI. 9 MAP MAJOR FACILITIES RECOMMND

Major flood control facilities are being proposed. These shall be designed and constructed to District standards including those related to alignment and access to both inlets and outlets. The applicant shall consult the

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10. GENERAL CONDITIONS

10.FLOOD RI. 9 MAP MAJOR FACILITIES (cont.) RECOMMND

District early in the design process regarding materials, hydraulic design, and transfer of rights of way.

10.FLOOD RI. 12 MAP INCREASED RUNOFF RECOMMND

The development of this site will adversely impact downstream property owners by increasing the rate and volume of flood flows. To mitigate this impact, the developer has proposed a detention basin. Although final design of the basin will not be required until the improvement plan stage of this development, the applicant's engineer has submitted a preliminary hydrology and hydraulics study that indicates that the general size, shape, and location of the proposed basin is sufficient to mitigate the impacts of the development.

10.FLOOD RI. 13 MAP INCREASED RUNOFF CRITERIA RECOMMND

The development of this site would increase peak flow rates on downstream properties. Mitigation shall be required to offset such impacts. An increased runoff basin shall be shown on the exhibit and calculations supporting the size of the basin shall be submitted to the District for review.

The entire area of proposed development will be routed through a detention facility(s) to mitigate increased runoff. All basins must have positive drainage; dead storage basins shall not be acceptable.

A complete drainage study including, but not limited to, hydrologic and hydraulic calculations for the proposed detention basin shall be submitted to the District for review and approval.

Storms to be studied will include the 1-hour, 3-hour, 6-hour and 24-hour duration events for the 2-year, 5-year and 10-year return frequencies. Detention basin(s) and outlet(s) sizing will ensure that none of these storm events has a higher peak discharge in the post-development condition than in the pre-development condition. For the 2-year and 5-year events the loss rate will be determined using an AMC I condition. For the 10-year event AMC II will be used. Constant loss rates shall be used for the 1-hour, 3-hour and 6-hour events. A variable loss rate shall be used for the 24-hour events.

Low Loss rates will be determined using the following:

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10. GENERAL CONDITIONS

10.FLOOD RI. 13

MAP INCREASED RUNOFF CRITERIA (cont.)

RECOMMND

1. Undeveloped Condition --> LOW LOSS = 90%
2. Developed Condition --> LOW LOSS = .9 - (.8x%IMPERVIOUS)
3. Basin Site --> LOW LOSS = 10%

Where possible and feasible the on-site flows should be mitigated before combining with off-site flows to minimize the size of the detention facility required. If it is necessary to combine off-site and on-site flows into a detention facility two separate conditions should be evaluated for each duration/return period/before-after development combination studied; the first for the total tributary area (off-site plus on-site), and the second for the area to be developed alone (on-site). It must be clearly demonstrated that there is no increase in peak flow rates under either condition (total tributary area or on-site alone), for each of the return period/duration combinations required to be evaluated. A single plot showing the pre-developed, post-developed and routed hydrographs for each storm considered, shall be included with the submittal of the hydrology study.

No outlet pipe(s) will be less than 18" in diameter. Where necessary an orifice plate may be used to restrict outflow rates. Appropriate trash racks shall be provided for all outlets less than 48" in diameter.

The basin(s) and outlet structure(s) must be capable of passing the 100-year storm without damage to the facility. Embankment shall be avoided in all cases unless site constraints or topography make embankment unavoidable in the judgment of the General Manager-Chief Engineer.

Mitigation basins should be designed for joint use and be incorporated into open space or park areas. Sideslopes should be no steeper than 4:1 and depths should be minimized where public access is uncontrolled.

A viable maintenance mechanism, acceptable to both the County and the District, should be provided for detention facilities. Generally, this would mean a CSA, landscape district, parks agency or commercial property owners association. Residential homeowners associations are discouraged.

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10. GENERAL CONDITIONS

10.FLOOD RI. 15

MAP FEMA PANEL NO

RECOMMND

The southern portion of Tract Map (TR) 36668 is within the 100-year Zone A flood plain limits as delineated on Panel No. 06065C-0065G of the Flood Insurance Rate Maps issued in conjunction with the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA).

10.FLOOD RI. 16

MAP WATERS OF THE US (FEMA)

RECOMMND

A portion of the proposed project is in a floodplain and may affect "waters of the United States", "wetlands" or "jurisdictional streambeds", therefore, in accordance with the requirements of the National Flood Insurance Program and Related Regulations (44 CFR, Parts 59 through 73) and County Ordinance No. 458:

a. A flood study consisting of HEC-2/HEC-RAS calculations, cross sections, maps, and other data should be prepared to the satisfaction of the Federal Emergency Management Agency (FEMA) and the District for the purpose of revising the effective Flood Insurance Rate Map of the project site. The study shall be submitted with the related project improvement plans. Grading permits shall not be issued and final maps shall not record until a Conditional Letter of Map Revision (CLOMR) has been received from FEMA. Final Building Inspections for lots impacted by the FEMA floodplain shall not be issued until a Letter of Map Revision (LOMR) is obtained from FEMA.

The applicant shall be responsible for payment of all processing fees required by FEMA for the CLOMR and LOMR. FEMA submittals for a CLOMR shall be reviewed by the District on a fee for service basis. A fee in conformance with the requirements of 44 CFR Parts 65, 70, and subsequent final rules shall be required prior to final map approval to cover the cost of processing the LOMR. Payment of all District fees and deposits for processing of FEMA submittals shall be made directly to the District. Fees for processing FEMA submittals shall be in addition to regular District plan check fees.

b. A copy of appropriate correspondence and necessary permits, or correspondence showing the project to be exempt, from those government agencies from which approval is required by Federal or State law (such as Corps of Engineers 404 permit or Department of Fish and Game 1603

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10. GENERAL CONDITIONS

10.FLOOD RI. 16 MAP WATERS OF THE US (FEMA) (cont.) RECOMMND

agreement) shall be provided to the District prior to the recordation of the final map.

All Regulatory Permits (and any attachments thereto such as Habitat Mitigation and Monitoring Plans, Conservation Plans/Easements) to be secured by the Developer shall be submitted to the District for review. The terms of the Regulatory Permits shall be approved by the District prior to improvement plan approval, map recordation or finalization of the Regulatory Permits. There shall be no unreasonable constraint upon the District's ability to operate and maintain the flood control facility to protect public health and safety.

PARKS DEPARTMENT

10.PARKS. 1 MAP - PARK PLAN RECOMMND

The applicant shall provide park plan for both park sites to the Riverside County Regional Park and Open-Space District for review and approval.

10.PARKS. 2 MAP - MAINTENANCE MECHANISM RECOMMND

The applicant shall submit a maintenance plan for both parks, trails and all open space as identified in the tract map for review and approval to the Riverside County Regional Park and Open-Space District.

PLANNING DEPARTMENT

10.PLANNING. 1 MAP - PDA04845 RECOMMND

County Archaeological Report (PDA) No. 4845 submitted for this project (TR36668) was prepared by Brian F. Smith and Associates and is entitled: "Phase I Cultural Resources Survey for the Bixby Highgrove Project TTM 36668, County of Riverside," dated December 12, 2013. This report was received by the County on March 24, 2014.

PDA 4845 concluded that the record search and field survey results were both negative and no cultural resources were identified on the subject property.

PDA 4845 recommended that mitigation measures will not be required and monitoring of grading will not be recommended.

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10. GENERAL CONDITIONS

10.PLANNING. 1 MAP - PDA04845 (cont.)

RECOMMND

These documents are herein incorporated as a part of the record for project.

10.PLANNING. 2 MAP - IF HUMAN REMAINS FOUND

RECOMMND

The developer/permit holder or any successor in interest shall comply with the following codes:

Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours) . Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant". The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner and the County Archaeologist concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Archaeologist.

10.PLANNING. 3 MAP - UNANTICIPATED RESOURCES

RECOMMND

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit:

If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:

1)All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist**, the Native American tribal representative

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10. GENERAL CONDITIONS

10.PLANNING. 3

MAP - UNANTICIPATED RESOURCES (cont.)

RECOMMND

(or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find.

2)The developer shall call the County Archaeologist immediately upon discovery of the cultural resource to convene the meeting.

3)At the meeting with the aforementioned parties, the significance of the discoveries shall be discussed and a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate mitigation (documentation, recovery, avoidance, etc) for the cultural resource.

4)Further ground disturbance shall not resume within the area of the discovery until a meeting has been convened with the aforementioned parties and a decision is made, with the concurrence of the County Archaeologist, as to the appropriate mitigation measures.

* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to sacred or cultural importance.

** If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the value/importance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

10.PLANNING. 4

MAP- MAP ACT COMPLIANCE

RECOMMND

This land division shall comply with the State of California Subdivision Map Act and to all requirements of County Ordinance No. 460, Schedule A, unless modified by the conditions listed herein.

10.PLANNING. 5

MAP - FEES FOR REVIEW

RECOMMND

Any subsequent review/approvals required by the conditions of approval, including but not limited to grading or building plan review or review of any mitigation monitoring

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10.PLANNING. 5 MAP - FEES FOR REVIEW (cont.) RECOMMND

requirement, shall be reviewed on an hourly basis, or other appropriate fee, as listed in county Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

10.PLANNING. 7 MAP - TRAIL MAINTENANCE RECOMMND

The land divider, or the land divider's successor-in-interest, shall be responsible for the maintenance of any trail easement required under these conditions until such time as the maintenance is taken over by an appropriate maintenance district.

10.PLANNING. 10 MAP - OFFSITE SIGNS ORD 679.4 RECOMMND

No offsite subdivision signs advertising this land division/development are permitted, other than those allowed under Ordinance No. 679.4. Violation of this condition of approval may result in no further permits of any type being issued for this subdivision until the unpermitted signage is removed.

10.PLANNING. 12 MAP - ORD NO. 659 (DIF) RECOMMND

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and construction of facilities necessary to address the direct and cumulative environmental effects generated by new development projects described and defined in this Ordinance, and it establishes the authorized uses of the fees collected.

The fee shall be paid for each residential unit to be constructed within this land division. In the event Riverside County Ordinance No. 659 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 659 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

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10. GENERAL CONDITIONS

10.PLANNING. 13

MAP - ORD 810 OPN SPACE FEE

RECOMMND

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 810, which requires payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 810 has been established to set forth policies, regulations and fees related to the funding and acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development projects described and defined in this Ordinance.

The fee shall be paid for each residential unit to be constructed within this land division.

In the event Riverside County Ordinance No. 810 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 810 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

10.PLANNING. 14

MAP- REQUIRED MINOR PLANS

RECOMMND

For each of the below listed items, a minor plot plan application shall be submitted and approved by the County Planning Department pursuant to Section 18.30.a. (1) of County Ordinance No. 348 (Plot Plans not subject to the California Environmental Quality Act and not subject to review by any governmental agency other than the Planning Department) along with the current fee.

1. Final Site Development Plan for each phase of development.
2. Model Home Complex Plan shall be filed and approved for each phase if models change between phases. A final site of development plot plan must be approved prior to approval, or concurrent with a Model Home Complex Plan.
3. Landscaping Plan for typical front yard/slopes/open space. These three plans may be applied for separately for the whole tract or for phases.
4. Landscaping plans totally in the road right-of-Way shall be submitted to the Transportation Department only.

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10. GENERAL CONDITIONS

10.PLANNING. 14 MAP- REQUIRED MINOR PLANS (cont.) RECOMMND

5. Wall and Fencing Plan for the entire tract.

NOTE: The requirements of the above plot plans may be accomplished as one, or, any combination of multiple plot plans required by these conditions of approval. However, each requirement shall be cleared individually with the applicable plot plan condition of approval in the "PRIOR TO BUILDING PERMIT" (80 series) conditions.

10.PLANNING. 15 MAP - DESIGN GUIDELINES RECOMMND

The project shall conform to Countywide Design Standards and Guidelines adopted January 13, 2004.

10.PLANNING. 17 MAP - SUBMIT BUILDING PLANS RECOMMND

The developer shall cause building plans to be submitted to the TLMA- Land Use Section for review by the Department of Building and Safety - Plan Check Division. Said plans shall be in conformance with the approved TENTATIVE MAP.

10.PLANNING. 19 MAP - GEO02361 RECOMMND

County Geologic Report (GEO) No. 2361, submitted for this project (TR36668) was prepared by Petra Geotechnical, Inc. and is entitled: "Preliminary Geotechnical Investigation, 65(+/-)- Acre Property, Located at the Southeast Corner of the Intersection of Center and California Streets, Highgrove Area of Riverside County, California", dated December 13, 2013. In addition, the following documents were submitted for this project:

Petra, December 9, 2013, "Infiltration Test Results, 65(+/-)- Acre Property, Located at the Southeast Corner of the Intersection of Center and California Streets, Highgrove Area of Riverside County, California"

NorCal Engineering, January 31, 2005, "Geotechnical Engineering Investigation, Proposed Highgrove Business Park Development, Southwest Corner of Garfield Avenue and Spring Street, Highgrove, County of Riverside, California"

These documents are herein incorporated as a part of GEO02361.

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10. GENERAL CONDITIONS

10.PLANNING. 19

MAP - GEO02361 (cont.)

RECOMMND

GEO02361 concluded:

- 1.No active or potentially active faults are known to project through the site.
- 2.The potential for active fault rupture at the site is considered to be very low.
- 3.Groundwater as not encountered to the maximum depth explored of 51.5 feet and groundwater is not expected to impact the planned construction.
- 4.The potential for liquefaction and seismically induced settlement is considered low.
- 5.The potential for ground subsidence, ground lurching, and lateral spreading are considered low.
- 6.The potential for landsliding is considered low.
- 7.Inundation of the site due to tsunamis is considered nil because the site is locate over 41 miles from the Pacific Ocean.
- 8.Inundation of the site due to dam failure or seiches during an earthquake event is considered low.

GEO02361 recommended:

- 1.Prior to commencement of rough grading operation, all existing asphalt, weeds, grasses, and similar vegetation should be stripped and removed from the site prior to grading.
- 2.All near surface low-density native materials should be removed to underlying competent alluvial materials and replaced as properly compacted fill materials.
- 3.Exposed bottom surfaces in each remedial removal area should be observed and approved by a representative of the project geotechnical consultant prior to the placement of fill.

GEO No. 2361 satisfies the requirement for a geologic/geotechnical study for Planning/CEQA purposes. GEO No. 2361 is hereby accepted for Planning purposes.

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10. GENERAL CONDITIONS

10.PLANNING. 19 MAP - GEO02361 (cont.) (cont.) RECOMMND

Engineering and other Uniform Building Code parameters were not included as a part of this review or approval. This approval is not intended and should not be misconstrued as approval for grading permit. Engineering and other building code parameters should be reviewed and additional comments and/or conditions may be imposed by the City upon application for grading and/or building permits.

10.PLANNING. 20 MAP - AQ-1 RECOMMND

The Project would be subject to Title 13, Chapter 10, Section 2485, Division 3 of the of the California Code of Regulations, which imposes a requirement that heavy duty trucks accessing the site shall not idle for greater than five minutes at any location. This measure is intended to apply to construction traffic. Future implementing grading plans would be required to include a note requiring a sign be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling.

10.PLANNING. 21 MAP - AQ-2 RECOMMND

All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.

10.PLANNING. 22 MAP - AQ-3 RECOMMND

The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the midmorning, afternoon, and after work is done for the day.

10.PLANNING. 23 MAP - AQ-4 RECOMMND

The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less.

10.PLANNING. 24 MAP - OUTDOOR LIGHTING RECOMMND

Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflections into the sky. Outdoor lighting shall be downward facing.

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10. GENERAL CONDITIONS

10.PLANNING. 25

MAP - ALUC DEV STANDARDS

RECOMMND

The determination of consistency for the proposed Tentative Tract Map is based on the permissible uses within the proposed R-1 zone. The following uses/activities are not included in the proposed project and shall be prohibited at this site, in accordance with Note 1 on Table 4 of the Highgrove Area Plan:

Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

10.PLANNING. 26

MAP-NOTICE OF AIRPORT VICINITY

RECOMMND

The attached disclosure notice shall be provided to all potential purchasers of the proposed lots southerly of Spring Street and to tenants of the homes thereon.

10.PLANNING. 27

MAP- ALUC LANDSCAPING REQ

RECOMMND

The proposed water detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaces as to prevent large expanses of contiguous canopy, when mature.

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10.PLANNING. 28 MAP -ALUC PROHIIBITED USE

RECOMMND

The following uses/activities are specifically prohibited: wastewater management facilities; trash transfer stations that are open on one or more sides; recycling centers containing putrescible wastes; incinerators.

10.PLANNING. 29 MAP - RES. DESIGN STANDARDS

RECOMMND

The design standards for the subject parcels are as follows:

- a. Lots created by this map shall conform to the design standards of the R-1 zone.
- b. The front yard setback is 20 feet.
- c. The side yard setback is 5 feet.
- d. The street side yard setback is 10 feet.
- e. The rear yard setback is 10 feet, except where a rear yard abuts a street, then the setback shall be the same as the front yard setback, in accordance with Section 21.77 of Ordinance No. 348.
- f. The minimum average width of each lot is 60 feet.
- g. The maximum height of any building is 40 feet.
- h. The minimum parcel size is 7,200 square feet.
- i. Residential driveway approaches shall be a minimum of 12 feet and a maximum of 30 feet in width, and 20 feet of full height curb is required between driveways within any one property frontage, in accordance with Ord. No. 461, Standard No. 207.

EXCEPT AS ALLOWED BY ORDINANCE NO. 348, THERE SHALL BE NO ENCROACHMENT INTO THE SETBACK.

TRANS DEPARTMENT

10.TRANS. 1 MAP - STD INTRO 3(ORD 460/461)

RECOMMND

With respect to the conditions of approval for the referenced tentative exhibit, the land divider shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Ordinance 460 and Riverside County Road Improvement Standards (Ordinance 461). It is understood that the tentative map correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptablility may require the map to be resubmitted for further consideration. These Ordinances and

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10. GENERAL CONDITIONS

10.TRANS. 1 MAP - STD INTRO 3 (ORD 460/461) (cont.) RECOMMND

all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

10.TRANS. 2 MAP - COUNTY WEB SITE RECOMMND

Additional information, standards, ordinances, policies, and design guidelines can be obtained from the Transportation Department Web site:
<http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955-6527.

10.TRANS. 4 MAP - DRAINAGE 1 RECOMMND

The land divider shall protect downstream properties from damages caused by alteration of the drainage patterns, i.e., concentration or diversion of flow. Protection shall be provided by constructing adequate drainage facilities including enlarging existing facilities and/or by securing a drainage easement. All drainage easements shall be shown on the final map and noted as follows: "Drainage Easement - no building, obstructions, or encroachments by landfills are allowed". The protection shall be as approved by the Transportation Department.

10.TRANS. 5 MAP - DRAINAGE 2 RECOMMND

The land divider shall accept and properly dispose of all off-site drainage flowing onto or through the site. In the event the Transportation Department permits the use of streets for drainage purposes, the provisions of Article XI of Ordinance No. 460 will apply. Should the quantities exceed the street capacity or the use of streets be prohibited for drainage purposes, the subdivider shall provide adequate drainage facilities and/or appropriate easements as approved by the Transportation Department.

10.TRANS. 9 MAP - OFF-SITE PHASE RECOMMND

Should the applicant choose to phase any portion of this project, said applicant shall provide off-site access roads to County maintained roads as approved by the Transportation Department.

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10. GENERAL CONDITIONS

10.TRANS. 10

MAP - LC LANDSCAPE REQUIREMENT

RECOMMND

The developer/ permit holder shall:

- 1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;
- 2) Ensure all landscaping is provided with California Friendly landscaping and a weather-based irrigation controller(s) as defined by County Ordinance No. 859;
- 3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,
- 4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

To ensure ongoing maintenance, the developer/ permit holder or any successor-in-interest shall:

- 1) Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.
- 2) Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.
- 3) Ensure that all landscaping is healthy, free of weeds, disease and pests.

10.TRANS. 11

MAP - TS/CONDITIONS

RECOMMND

The Transportation Department has reviewed the traffic study submitted for the referenced project. The study has been prepared in accordance with County-approved guidelines. We generally concur with the findings relative to traffic impacts.

The General Plan circulation policies require a minimum of Level of Service 'C', except that Level of Service 'D' may be allowed in community development areas at intersections

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10. GENERAL CONDITIONS

10.TRANS. 11

MAP - TS/CONDITIONS (cont.)

RECOMMND

of any combination of secondary highways, major highways, arterials, urban arterials, expressways or state highways and ramp intersections.

The study indicates that it is possible to achieve adequate levels of service for the following intersections based on the traffic study assumptions.

Stephens Avenue (NS) at:
Center Street (EW)

Highgrove Place (NS) at:
Center Street (EW)

Iowa Ave (NS) at:
Center Street (EW)
Citrus Street West (EW)
Citrus Street East (EW)
Palmyrita Avenue (EW)
Columbia Avenue (EW)
Marlborough Avenue (EW)
Spruce Street (EW)

Project Access (NS) at:
Center Street (EW)

Project Access (NS) at:
Spring Street (EW)

Garfield Avenue (NS) at:
Center Street (EW)

Garfield Avenue (NS) at:
Spring Street (EW)

As such, the proposed project is consistent with this General Plan policy.

The associated conditions of approval incorporate mitigation measures identified in the traffic study, which are necessary to achieve or maintain the required level of service.

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20. PRIOR TO A CERTAIN DATE

PLANNING DEPARTMENT

20.PLANNING. 2 MAP- EXPIRATION DATE

RECOMMND

The conditionally approved TENTATIVE MAP shall expire three years after the County of Riverside Board of Supervisors' original approval date, unless extended as provided by County Ordinance No. 460. Action on a minor change and/or revised map request shall not extend the time limits of the originally approved TENTATIVE MAP. If the TENTATIVE MAP expires before the recordation of the FINAL MAP, or any phase thereof, no recordation of the FINAL MAP, or any phase thereof, shall be permitted.

40. PRIOR TO PHASING (UNITIZATION)

PLANNING DEPARTMENT

40.PLANNING. 3 MAP - LOT ACCESS/UNIT PLANS

RECOMMND

Any proposed division into units or phasing of the TENTATIVE MAP shall provide for adequate vehicular access to all lots in each unit or phase, and shall substantially conform to the intent and purpose of the land division approval. No approval for any number of units or phases is given by this TENTATIVE MAP and its conditions of approval, except as provided by Section 8.3 (Division into Units) of Ordinance No. 460.

40.PLANNING. 4 MAP - CONCEPTUAL PHASE GRADING

RECOMMND

Prior to the approval of an application for a division into units or phasing plan for the TENTATIVE MAP, a conceptual grading plan covering the entire TENTATIVE MAP shall be submitted to the County Planning Department for review and approval. The conceptual grading plan shall comply with the following:

A. Techniques which will be used to prevent erosion and sedimentation during and after the grading process shall be depicted or documented.

B. Approximate time frames for grading and areas which may be graded during the higher probability rain months of January through March shall be identified.

C. Preliminary pad and roadway elevations shall be depicted.

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40. PRIOR TO PHASING (UNITIZATION)

40.PLANNING. 4 MAP - CONCEPTUAL PHASE GRADING (cont.) RECOMMND

D. Areas where temporary grading occurs on any phase other than the one being graded for development at a particular time shall be identified.

The approved conceptual grading plan shall be provided to the Building and Safety Grading Division and shall be used as a guideline for subsequent detailed grading plans for individual units or phases of the TENTATIVE MAP.

50. PRIOR TO MAP RECORDATION

E HEALTH DEPARTMENT

50.E HEALTH. 1 CDPH CLR LETTER-EXISTING WELL RECOMMND

Per Albert A Webb Associates letter dated July 11, 2014, the existing wells will remain onsite. Ownership of these wells will be transferred to Riverside Highland Water Company (RHWC).

Prior to the Recordation of the Tract Map, the applicant shall provide a clearance letter from the California Department of Public Health, Drinking Water Program to the Department of Environmental Health for review and acceptance.

For further information, please contact:

State of California, Department of Public Health
Drinking Water Field Operations Branch
Attn: J.Steven Williams, P.E.
1350 Front Street, Room 2050
San Diego, CA 92101
(619) 525-4159

EPD DEPARTMENT

50.EPD. 1 MAP - ECS RECOMMND

Prior to map recordation an Environmental Constraints Sheet (ECS) must be prepared.

The constrained areas will conform to the areas mapped as "Southern Willow Scrub," "Mule Fat Scrub" and must include three patches of "Eucalyptus Woodland" located within and

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50. PRIOR TO MAP RECORDATION

50.EPD. 1 MAP - ECS (cont.)

RECOMMND

directly adjacent to the Southern Will Scrub and Mule Fat Scrub areas as depicted in the "General Biological Resources Assesment For The Bixby Highgrove Project" prepared by Alden Enviromental Inc. on January 30, 2014. These areas shall be mapped and labeled as "Delineated Constraint Area (Riparian/Riverine) on the Enviromental Constraints Sheet to the satisfaction of the Environmental Programs Division.

The ECS map must be stamped by the Riverside County Surveyor with the following notes:

"No disturbances may occur within the boundaries of the constraint areas"

"Brush management to reduce fuel loads to protect urban uses (fuel modification zones) will not encroach into the constraint areas"

"Night lighting shall be directed away from the constarint area. Shielding shall be incorporated in project desins to ensure ambient lighting in the constraint areas is not increased"

"The constraint areas shall be permanently fenced. The fencing shall provide a physical barrier to minimize unauthorized public access, domestic animal predation, illegal tresspass or dumping in the constraint area. The fence shall have a minimum height of three feet at its shortest point. Fence posts shall be no more than five feet apart. The fence design shall be such that a sphere with a diameter of three inches cannot pass through the plane of the fence at any point below the minimum height."

FIRE DEPARTMENT

50.FIRE. 1 MAP-#004-ECS-FUEL MODIFICATION

RECOMMND

ECS map must be stamped by the Riverside County Surveyor with the following note: Prior to the issuance of a grading permit, the developer shall prepare and submit to the fire department for approval a fire protection/vegetation management that hould include but not limited to the following items: a) Fuel modification to reduce fire loading. b) Appropriate fire breaks according to fuel load, slope and terrain. c) Non flammable walls along common boundaries between rear yards and open space. d) Emergency vehicle access into open space areas shall be provided at intervals not to exceed 1500'. e) A homeowner's association or appropriate district shall be responsible for maintenance of all fire protection measures

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50. PRIOR TO MAP RECORDATION

50.FIRE. 1 MAP-#004-ECS-FUEL MODIFICATION (cont.) RECOMMND

within the open space areas.

ANY HABITAT CONSERVATION ISSUE AFFECTING THE FIRE DEPARTMENT FUEL MODIFICATION REQUIREMENT, SHALL HAVE CONCURRENCE WITH THE RESPONSIBLE WILDLIFE AND/OR OTHER CONSERVATION AGENCY.

50.FIRE. 2 MAP-#46-WATER PLANS RECOMMND

The applicant or developer shall furnish one copy of the water system plans to the Fire Department for review. Plans shall be signed by a registered civil engineer, containing a Fire Department approval signature block, and shall conform to hydrant type, location, spacing and minimum fire flow. Once plans are signed by the local water company, the originals shall be presented to the Fire Department for signature.

FLOOD RI DEPARTMENT

50.FLOOD RI. 1 MAP SUBMIT PLANS RECOMMND

A copy of the improvement plans, grading plans, final map, environmental constraint sheet, BMP improvement plans, and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the District for review. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

50.FLOOD RI. 3 MAP SUBMIT CLOMR RECOMMND

A portion of the site is located within the 100-year Zone A flood plain limits as delineated on Panel Number 06065C-0065G of the Flood Insurance Rate Maps (FIRM) issued in conjunction with the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA).

A Conditional Letter of Map Revision (CLOMR) shall be obtained from FEMA for all residential lots impacted by a FEMA floodplain prior to the recordation of the map.

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50. PRIOR TO MAP RECORDATION

50.FLOOD RI. 7

MAP 3 ITEMS TO ACCEPT FACILITY

RECOMMND

Inspection and maintenance of the flood control facility/ies to be constructed with this tract must be performed by either the County Transportation Department or the Flood Control District. The engineer (owner) must request in writing that one of these agencies accept the proposed system. The request shall note the project number, location, briefly describe the system (sizes and lengths) and include an exhibit that shows the proposed alignment. The request to the District shall be addressed to the General Manager-Chief Engineer, Attn: Chief of the Planning Division.

If the District is willing to maintain the proposed facility three items must be accomplished prior to recordation of the final map or starting construction of the drainage facility: 1) the developer shall submit to the District the preliminary title reports, plats and legal descriptions for all right of way to be conveyed to the District and secure that right of way to the satisfaction of the District; 2) an agreement with the District and any maintenance partners must be executed which establishes the terms and conditions of inspection, operation and maintenance; and 3) plans for the facility must be signed by the District's General Manager-Chief Engineer. The plans cannot be signed prior to execution of the agreement.

An application to draw up an agreement must be submitted to the attention of the District's Administrative Services Section. All right of way transfer issues must be coordinated with the District's Right of Way Section.

The engineer/developer will need to submit proof of flood control facility bonds and a certificate of insurance to the District's Inspection section before a pre-construction meeting can be scheduled.

50.FLOOD RI. 8

MAP ENCROACHMENT PERMIT REQ

RECOMMND

For the outlets for Basin A and C:
An encroachment permit shall be obtained for any work within the District right of way or with District facilities. The encroachment permit application shall be processed and approved concurrently with the improvement plans.

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50. PRIOR TO MAP RECORDATION

PARKS DEPARTMENT

50.PARKS. 1 MAP - TRAILS MAINTENANCE REGIO RECOMMND

The applicant shall enter into a trail maintenance agreement with the Regional Park and Open-Space District, or form or annex into an existing County managed Landscape Lighting Maintenance District accepting trails maintenance as approved by the Riverside County Planning Department for the maintenance of the all regional trail(s) identified on the project. The applicant, or successors-in-interest or assignees, shall be responsible for the maintenance of said trails and easement areas such time as the maintenance is taken over by the appropriate maintenance District or entity. The applicant must provide a letter of agreement to the Planning department and the Park District (if other than the District) that trail maintenance will be provided.

50.PARKS. 2 MAP - PROJ EXHIBIT TRAIL PLAN RECOMMND

Prior to issuance of project approval, the applicant shall submit a project exhibit/trail plan identifying the proposed trail network(s) under the jurisdiction of the Regional Park and Open-Space District and/or other entity. Included as part of the exhibit, the applicant shall provide for review and approval; all alignments, easement widths, typical trail cross sections, fencing, trail separations, pavement markings, street crossings signage, bollards (if applicable) and landscape and irrigation plan.

50.PARKS. 3 MAP - PROJ MAINTENANCE ENTITY RECOMMND

Prior to or in conjunction with the project approval the project applicant shall identify the trail(s) maintenance entity (in writing) to County Planning Department and the Regional Park and Open-Space District.

PLANNING DEPARTMENT

50.PLANNING. 1 MAP - PREPARE A FINAL MAP RECOMMND

After the approval of the TENTATIVE MAP and prior to the expiration of said map, the land divider shall cause the real property included within the TENTATIVE MAP, or any part thereof, to be surveyed and a FINAL MAP thereof prepared in accordance with the current County Transportation Department - Survey Division requirements, the conditionally approved TENTATIVE MAP, and in accordance

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50. PRIOR TO MAP RECORDATION

50.PLANNING. 1 MAP - PREPARE A FINAL MAP (cont.) RECOMMND

with Article IX of County Ordinance No. 460.

50.PLANNING. 2 MAP - FINAL MAP PREPARER RECOMMND

The FINAL MAP shall be prepared by a licensed land surveyor or registered civil engineer.

50.PLANNING. 3 MAP- SURVEYOR CHECK LIST RECOMMND

The County Transportation Department - Survey Division shall review any FINAL MAP and ensure compliance with the following:

A. All lots on the FINAL MAP shall be in substantial conformance with the approved TENTATIVE MAP relative to size and configuration.

B. All lots on the FINAL MAP shall have a minimum lot size of 7,200 square feet net.

C. All lot sizes and dimensions on the FINAL MAP shall be in conformance with the development standards of the R-1 zone, and with the Riverside County General Plan.

D. All lots on the FINAL MAP shall comply with the length to width ratios, as established by Section 3.8.C. of County Ordinance No. 460.

E. All knuckle or cul-de-sac lots shall have a minimum of 35 feet of frontage measured at the front lot line.

F. The common open space area[s] shall be shown as a numbered lot[s] on the FINAL MAP.

50.PLANNING. 4 MAP- REQUIRED APPLICATIONS RECOMMND

No FINAL MAP shall record until General Plan Amendment No. 1126 and Change of Zone No. 7811 have been approved and adopted by the Board of Supervisors and have been made effective. This land division shall conform with the development standards of the designation and/or zone ultimately applied to the property.

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50. PRIOR TO MAP RECORDATION

50.PLANNING. 8 MAP- QUIMBY FEES (1) RECOMMND

The land divider shall submit to the County Planning Department - Development Review Division a duly and completely executed agreement with County Service Area No. 126 (Highgrove) which demonstrates to the satisfaction of the County that the land divider has provided for the payment of parks and recreation fees and/or dedication of land for the TENTATIVE MAP in accordance with Section 10.35 of County Ordinance No. 460.

50.PLANNING. 9 MAP- OFFER OF TRAILS RECOMMND

An offer of dedication to the County of Riverside for a fourteen to twenty foot (14'-20') wide regional trail would be accomodated along the south side of Spring Street east of Street G and would transverse south along the eastern side of Street G to the park site proposed in Lot P. The proposed trail shall be noted on both the FINAL MAP and the Environmental Constraints Sheet.

50.PLANNING. 12 MAP - ECS SHALL BE PREPARED RECOMMND

The land divider shall prepare an Environmental Constraints Sheet (ECS) in accordance with Section 2.2. E. & F. of County Ordinance No. 460, which shall be submitted as part of the plan check review of the FINAL MAP.

50.PLANNING. 13 MAP- ECS NOTE RIGHT-TO-FARM RECOMMND

The following Environmental Constraints Note shall be placed on the ECS:

Lots No. 140-143, 191-192, 199-200, are located partly or wholly within, or within 300 feet of, land zoned for primarily agricultural purposes by the County of Riverside. It is the declared policy of the County of Riverside that no agricultural activity, operation, or facility, or appurtenance thereof, conducted or maintained for commercial purposes in the unincorporated area of the County, and in a manner consistent with proper and accepted customs and standards, as established and followed by similar agricultural operations in the same locality, shall be or become a nuisance, private or public, due to any changed condition in or about the locality, after the same has been in operation for more than three (3) years, if it wasn't a nuisance at the time it began. The term "agricultural activity, operation or

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50. PRIOR TO MAP RECORDATION

50.PLANNING. 13 MAP- ECS NOTE RIGHT-TO-FARM (cont.) RECOMMND

facility, or appurtenances thereof" includes, but is not limited to, the cultivation and tillage of the soil, dairying, the production, cultivation, growing and harvesting of any apiculture, or horticulture, the raising of livestock, fur bearing animals, fish or poultry, and any practices performed by a farmer or on a farm as incident to, or in conjunction with, such farming operations, including preparation for market, delivery to storage or to market, or to carriers for transportation to market."

In the event the number of lots, or the configuration of lots, of the FINAL MAP differs from that shown on the approved TENTATIVE MAP, the actual language used above shall reflect those lots which are partly or wholly within 300 feet of agriculturally zoned (A-1, A-2, A-P, A-D) properties.

50.PLANNING. 14 MAP- ECS NOTE ARCHAEOLOGICAL RECOMMND

The following Environmental Constraints note shall be placed on the ECS:

"County Archaeological Report no. PD-A-4845 was prepared for this property on December 12, 2013 by Brian F. Smith & Associates and is on file at the County of Riverside Planning Department. The property is subject to surface alteration restrictions based on the results of the report."

50.PLANNING. 17 MAP - ECS NOTE MAP CONSTRAINT RECOMMND

The following Environmental Constraints Note shall be placed on the ECS:

"No permits allowing any grading, construction, or surface alterations shall be issued which effect the delineated constraint areas without further investigation and/or mitigation as directed by the County of Riverside Planning Department. This constraint affects lots as shown on the Environmental Constraints Sheet."

50.PLANNING. 28 MAP - FEE BALANCE RECOMMND

Prior to recordation, the Planning Department shall determine if the deposit based fees for the TENTATIVE

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50. PRIOR TO MAP RECORDATION

50.PLANNING. 28 MAP - FEE BALANCE (cont.) RECOMMND

MAP are in a negative balance. If so, any unpaid fees shall be paid by the land divider and/or the land divider's successor-in-interest.

50.PLANNING. 34 MAP - COMMON AREA MAINTANCE RECOMMND

PRIOR TO MAP RECORDATION, the following procedures for common area maintenance procedures shall be complied with:

a. Maintenance organizations shall be established for the tract, to assume ownership and maintenance responsibility for all common recreation and park space, open space, trail, flood control facilities and landscaped areas. These organizations may be public or private. Merger with an area-wide or regional organization shall satisfy this condition provided that such organization is legally and financially capable of assuming the responsibilities for ownership and maintenance. If the organization is a private association then neighborhood associations shall be established for each residential development, where required, and such associations may assume ownership and maintenance responsibility for neighborhood common areas.

b. In the event that one or more of these common areas do not have an organization responsible for their ownership and maintenance, HOA must be established and shall:

The land divider shall (a) notify the Planning Department that the following documents shall be shortly, or have been, submitted to the Office of the County Counsel for the review and approval of that office, and (b) the land divider shall submit to the Office of the County Counsel the following documents:

1. A cover letter identifying the project for which approval is sought referencing the Planning Department case number(s) (a copy of this cover letter may be sent to the Planning Department to serve as notification) and identifying one individual to represent the land divider if there are any questions concerning the review of the submitted documents; and

2. One (1) copy AND one (1) original, wet signed, notarized and ready for recordation declaration of covenants, conditions, and restrictions; attached to these

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50. PRIOR TO MAP RECORDATION

50.PLANNING. 34

MAP - COMMON AREA MAINTANCE (cont.)

RECOMMND

documents there shall be included a legal description of the property included within the covenants, conditions and restrictions and a scaled map or diagram of such boundaries, both signed and stamped by a California registered civil engineer or licensed land surveyor; and

3. A sample document conveying title to the purchaser of an individual lot or unit which provides that the declaration of covenants, conditions, and restrictions is incorporated therein by reference; and,

4. A deposit equaling three (3) hours of the current hourly fee for the Review of Covenants, Conditions and Restrictions established pursuant to County Ordinance No. 671 at the time the above referenced documents are submitted to the Office of the County Counsel for review and approval.

The declaration of covenants, conditions and restrictions submitted for review shall a) provide for a minimum term of 60 years, b) provide for the establishment of a property owner's association comprised of the owners of each individual lot or unit as tenants in common, c) provide for the ownership of the common area by either the property owner's association or the owners of each individual lot or unit as tenants in common, and d) contain the following provisions verbatim:

"Notwithstanding any provision in this Declaration to the contrary, the following provisions shall apply:

The property owners' association established herein shall manage and continuously maintain the 'common area', more particularly described on Exhibit '___', attached hereto, and shall not sell or transfer the 'common area' or any part thereof, absent the prior written consent of the Planning Department of the County of Riverside or the County's successor-in-interest.

The property owners' association shall have the right to assess the owners of each individual lot or unit for the reasonable cost of maintaining such 'common area', and shall have the right to lien the property of any such owner who defaults in the payment of a maintenance assessment. An assessment lien, once created, shall be prior to all

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50. PRIOR TO MAP RECORDATION

50.PLANNING. 34 MAP - COMMON AREA MAINTANCE (cont.) (cont.) RECOMMND

other liens recorded subsequent to the notice of assessment or other document creating the assessment lien.

This Declaration shall not be terminated, 'substantially' amended, or property deannexed therefrom absent the prior written consent of the Planning Director of the County of Riverside or the County's successor-in-interest. A proposed amendment shall be considered 'substantial' if it affects the extent, usage, or maintenance of the 'common area' established pursuant to the Declaration.

In the event of any conflict between this Declaration and the Articles of Incorporation, the Bylaws, or the property owners' association Rules and Regulations, if any, this Declaration shall control."

Once approved, the copy and the original declaration of covenants, conditions and restrictions shall be forwarded by the Office of the County Counsel to the Planning Department. The Planning Department will retain the one copy for the case file, and forward the wet signed and notarized original declaration of covenants, conditions and restrictions to the County Transportation Department - Survey Division - for safe keeping until the final map is ready for recordation. The County Transportation Department - Survey Division - shall record the original declaration of covenants, conditions and restrictions in conjunction with the recordation of the final map.

50.PLANNING. 37 MAP- ECS AFFECTED LOTS RECOMMND

The following note shall be placed on the FINAL MAP:
"Environmental Constraint Sheet affecting this map is on file in the County of Riverside Transportation Department - Survey Division, in E.C.S. Book ____, Page ____.

TRANS DEPARTMENT

50.TRANS. 3 MAP - EASEMENT/SUR RECOMMND

Any easement not owned by a public utility, public entity or subsidiary, not relocated or eliminated prior to final map approval, shall be delineated on the final map in addition to having the name of the easement holder, and

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50. PRIOR TO MAP RECORDATION

50.TRANS. 3 MAP - EASEMENT/SUR (cont.) RECOMMND

the nature of their interests, shown on the map.

50.TRANS. 4 MAP - ACCESS RESTRICTION/SUR RECOMMND

Lot access shall be restricted on Center Street, Garfield Avenue, Spring Street, and California Road and so noted on the final map.

50.TRANS. 5 MAP - STREET NAME SIGN RECOMMND

The land divider shall install street name sign(s) in accordance with County Standard No. 816 as directed by the Transportation Department.

50.TRANS. 9 MAP - SOILS 2 RECOMMND

The developer/owner shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.

50.TRANS. 13 MAP - CORNER CUT-BACK I/SUR RECOMMND

All corner cutbacks shall be applied per Standard 805, Ordinance 461, except for corners at entry streets intersecting with General Plan roads, they shall be applied per Exhibit 'C' of the Countywide Design Guidelines.

50.TRANS. 18 MAP - LIGHTING PLAN RECOMMND

A separate streetlight plan is required for this project. Street lighting shall be designed in accordance with County Ordinance 460 and Streetlight Specification Chart found in Specification Section 22 of Ordinance 461. For projects within SCE boundaries use County of Riverside Ordinance 461, Standard No. 1000 or No. 1001.

50.TRANS. 19 MAP - ANNEX L&LMD/OTHER DIST RECOMMND

Prior to map recordation, the project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance 461. Assurance of maintenance is required by filing an applicaton for annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated and/or any other maintenance district approved by the Transportation Department. Said annexation should include the following:

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50.TRANS. 19

MAP - ANNEX L&LMD/OTHER DIST (cont.)

RECOMMND

- (1) Landscaping along Center Street, Spring Street, Garfield Avenue and street "A".
- (2) Streetlights.
- (3) Graffiti abatement of walls and other permanent structures.
- (4) Street sweeping.

For street lighting, the project proponent shall contact the County Service Area (CSA) Project Manager who determines whether the development is within an existing CSA or will require annexation into the CSA.

If the project is outside boundaries of a CSA, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:

- (1) Completed Transportation Department application.
- (2) Appropriate fees for annexation.
- (3) Two (2) sets of street lighting plans approved by Transportation Department.
- (4) "Streetlight Authorization" form from SCE, IID or other electric provider.

50.TRANS. 24

MAP - UTILITY PLAN

RECOMMND

Electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. The applicant is responsible for coordinating the work with the serving utility company. This also applies to existing overhead lines which are 33.6 kilovolts or below along the project frontage and between the nearest poles offsite in each direction of the project site. A disposition note describing the above shall be reflected on design improvement plans whenever those plans are required. A written proof for initiating the design and/or application of the relocation issued by the utility company shall be submitted to the Transportation Department for verification

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50. PRIOR TO MAP RECORDATION

50.TRANS. 24 MAP - UTILITY PLAN (cont.) RECOMMND

purposes.

50.TRANS. 26 MAP - LANDSCAPING RECOMMND

The project proponent shall comply in accordance with landscaping requirements within public road rights-of-way (or within easements adjacent to the public rights-of-way), in accordance with Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859.

Landscaping shall be improved within Center Street, Spring Street, Garfield Avenue, and street "A".

Landscaping plans shall be submitted on standard County plan sheet format (24" X 36"). Landscaping plans shall be submitted with the street improvement plans. If landscaping maintenance (and/or trails) is to be annexed to a County Service Area, or Landscaping and Lighting Maintenance District, landscaping plans shall depict ONLY such landscaping, irrigation and related facilities as are to be placed within the public road rights-of-way.

50.TRANS. 28 MAP - INTERSECTION/50' TANGENT RECOMMND

All centerline intersections shall be at 90 degrees, plus or minus 5 degrees, with a minimum 50' tangent, measured from flowline/curbface or as approved by the Transportation Planning and Development Review Division Engineer.

50.TRANS. 29 MAP - IMP PLANS RECOMMND

Improvement plans for the required improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the limit of construction at a grade and alignment as approved by the Riverside County Transportation Department. Completion of road improvements does not imply acceptance for maintenance by County.

NOTE: Before you prepare the street improvement plan(s), please review the Street Improvement Plan Policies and Guidelines from the Transportation Department Web site: <http://rctlma.org/trans/General-Information/Pamphlets-Brochures>

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50. PRIOR TO MAP RECORDATION

50.TRANS. 30 MAP - CONSTRUCT RAMP RECOMMND

Ramps shall be constructed at 4-way intersections and "T" intersections per Standard No. 403, sheets 1 through 7 of Ordinance 461.

50.TRANS. 32 MAP - SIGNING & STRIPING PLAN RECOMMND

A signing and striping plan is required for this project. The applicant shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.

50.TRANS. 33 MAP - EXISTING MAINTAINED RECOMMND

Spring Street along project boundary is a paved County maintained road designated COLLECTOR and shall be improved with 44 foot full-width AC pavement, 6" concrete curb and gutter, match up asphalt concrete paving; reconstruction; or resurfacing of existing paving as determine by the Transportation Department within the 74' full-width dedicated right-of-way in accordance with County Standard No. 103, Section "A", Ordinance 461.

NOTE: A 5' sidewalk shall be constructed 3' from the property line within the 15' parkway.

50.TRANS. 34 MAP - PART-WIDTH RECOMMND

Garfield Avenue along project boundary is designated LOCAL STREET and shall be improved with 35' part-width AC pavement, (20' on the project side and 15' on opposite side of the centerline), 6" concrete curb and gutter (project side), within a 63' part-width dedicated right-of-way (33' on the project side and 30' on the opposite side of the centerline) in accordance with County Standard No. 104, Section "A". (Modified for increase half-width right-of-way, project side, from 30' to 33'.)

NOTE: A 5' sidewalk shall be constructed 3' from the property line within the 13' parkway (project side).

50.TRANS. 35 MAP - DEDICATIONS RECOMMND

Street "C", a portion of street "F", and a portion of street "L" (adjacent to the park) along project boundary is designated ENHANCED LOCAL STREET and shall be improved with 42' full-width AC pavement, (22' on the park side and 20' on

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50. PRIOR TO MAP RECORDATION

50.TRANS. 35

MAP - DEDICATIONS (cont.)

RECOMMND

opposite side of the centerline), 6" concrete curb and gutter within a 63' full-width dedicated right-of-way, (33' on the park side and 30' on the opposite side of the centerline), in accordance with County Standard No. 104, Section "A". (Modified for reduced AC improvement from 44' to 42' and reduced right-of-way from 66' to 63'.)

- NOTE: 1. An 11' concrete sidewalk shall be constructed adjacent the park side within the 11' parkway.
2. A 5' sidewalk (on the other side of the park) shall be constructed adjacent to the right-of-way line within the 10' parkway.

Street "A" (Entry) along project boundary is designated ENTRY STREET and shall be improved with 44 foot full-width AC pavement, 6" concrete curb and gutter, 6" raised curb landscape median within 80' full-width dedicated right-of-way in accordance with County Standard No. 103, Section "A", Ordinance 461. (Modified for median and increase right-of-way from 74' to 80'.)

- NOTE: 1. A 5' sidewalk shall be constructed 3' from the property line within the 15' parkway.
2. A 10' landscape raised median shall be constructed at the center line.
3. The nose of the raised median shall be 35' radial from the flowline of adjacent street.

All other interior roads are designated LOCAL STREET and shall be improved with 36' full-width AC pavement, 6" concrete curb and gutter, and 5' sidewalk within the 56' full-width dedicated right-of-way in accordance with County Standard No. 105, Section "A". (36'/56')

NOTE: A 5' sidewalk shall be constructed adjacent to the right-of-way line within the 10' parkway.

50.TRANS. 36

MAP - R-O-W DEDICATIONS 1

RECOMMND

Sufficient public street right-of-way along Center Street shall be conveyed for public use to provide for a 50' half-width dedicated right-of-way per County Standard No. 94, Ordinance 461.

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50. PRIOR TO MAP RECORDATION

50.TRANS. 37

MAP-LC LNDSCP COMMON AREA MAIN

RECOMMND

Prior to map recordation, the developer/permit holder shall submit Covenants, Conditions, and Restrictions (CC&R) to the Riverside County Counsel for review along with the required fees set forth by the Riverside County Fee Schedule.

For purposes of landscaping and maintenance, the following minimum elements shall be incorporated into the CC&R's:

- 1) Permanent public, quasi-public or private maintenance organization shall be established for proper management of the water efficient landscape and irrigation systems. Any agreements with the maintenance organization shall stipulate that maintenance of landscaped areas will occur in accordance with Ordinance No. 859 (as adopted and any amendments thereto) and the County of Riverside Guide to California Friendly Landscaping.
- 2) The CC&R's shall prohibit the use of water-intensive landscaping and require the use of low water use landscaping pursuant to the provisions of Ordinance No. 859 (as adopted and any amendments thereto).
- 3) The common maintenance areas shall include all those identified on the approved landscape maintenance exhibit.

The Transportation Department, Landscape Section shall clear this condition once a copy of the County Counsel approved CC&R's has been submitted to the Transportation Department, Landscape Section.

50.TRANS. 38

MAP - TS/DESIGN

RECOMMND

The project proponent shall be responsible for the design of traffic signal(s) at the intersections of:

Signals not eligible for fee credit:

Iowa Avenue (NS) at Spruce Street (EW) (signal
modification)

or as approved by the Transportation Department.

For improvements eligible for fee credit, the project proponent shall contact the Transportation Department and enter into an agreement for signal mitigation fee credit or

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50. PRIOR TO MAP RECORDATION

50.TRANS. 38 MAP - TS/DESIGN (cont.) RECOMMND

reimbursement prior to start of construction of the signal.
All work shall be pre-approved by and shall comply with
the requirements of the Transportation Department and the
public contract code in order to be eligible for fee credit
or reimbursement.

50.TRANS. 39 MAP - TS/GEOMETRICS RECOMMND

The intersection of Project Access (NS) at Center Street
(EW) shall be improved to provide the following geometrics:

Northbound: one shared left-turn/through/right-turn lane
Southbound: N/A
Eastbound: two through lanes
Westbound: two through lanes

The intersection of Project Access (NS) at Spring Street
(EW) shall be improved to provide the following geometrics:

Northbound: one shared left-turn/through/right-turn lane
Southbound: one shared left-turn/through/right-turn lane
Eastbound: two through lanes
Westbound: two through lanes

The intersection of Iowa Avenue (NS) at Spruce Street (EW)
is signalized and shall be improved to provide the
following geometrics:

Northbound: one left-turn lane, two through lanes
Southbound: one left-turn lane, two through lanes, one
right-turn lane
Eastbound: one left-turn lane, two through lanes
Westbound: one left-turn lane, two through lanes

NOTE: Per the project traffic study, the improvements
consist of modifying the traffic signal timing to
accommodate a 120-second cycle length for increase
green times. During final design the project
proponent shall reevaluate the signal timing to
determine the optimum cycle length at the time the
signal modification is ready to be implemented.

or as approved by the Transportation Department.

All improvements listed are requirements for interim
conditions only. Full right-of-way and roadway half
sections adjacent to the property for the ultimate roadway

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50. PRIOR TO MAP RECORDATION

50.TRANS. 39 MAP - TS/GEOMETRICS (cont.) RECOMMND

cross-section per the County's Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

50.TRANS. 40 MAP - CITY AGREEMENT (M-TR-2) RECOMMND

To fully satisfy the Project Applicant's obligations for cumulative improvement needs at the study area intersections located wholly or partially within the City of Riverside, the Project Applicant shall enter into an agreement with the City of Riverside to pay traffic impact fees in accordance with City of Riverside Municipal Code Chapter 16.64, Traffic Signal and Railroad Signal Mitigation Fees and Transportation Impact Fees, to reduce to a level below significance the Project's impacts to the following intersections within the City limits:

- Iowa Avenue/Palmyrita Avenue
- Iowa Avenue/Columbia Avenue
- Iowa Avenue/Marlborough Avenue; and
- Iowa Avenue/Spruce Street

or as approved by the Director of Transportation.

60. PRIOR TO GRADING PRMT ISSUANCE

BS GRADE DEPARTMENT

60.BS GRADE. 1 MAP - NPDES/SWPPP RECOMMND

Prior to issuance of any grading or construction permits - whichever comes first - the applicant shall provide the Building and Safety Department evidence of compliance with the following: "Effective March 10, 2003 owner operators of grading or construction projects are required to comply with the N.P.D.E.S. (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of "ONE" acre or larger. The owner operator can comply by submitting a "Notice of Intent" (NOI), develop and implement a STORM WATER POLLUTION PREVENTION PLAN (SWPPP) and a monitoring program and reporting plan for the construction site. For additional information and to obtain

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 1 MAP - NPDES/SWPPP (cont.) RECOMMND

a copy of the NPDES State Construction Permit contact the SWRCB at www.swrcb.ca.gov .

Additionally, at the time the county adopts, as part of any ordinance, regulations specific to the N.P.D.E.S., this project (or subdivision) shall comply with them.

60.BS GRADE. 2 MAP - GRADING SECURITY RECOMMND

Grading in excess of 199 cubic yards will require a performance security to be posted with the Building and Safety Department. Single Family Dwelling units graded one lot per permit and proposing to grade less than 5,000 cubic yards are exempt.

60.BS GRADE. 3 MAP - IMPORT/EXPORT RECOMMND

In instances where a grading plan involves import or export, prior to obtaining a grading permit, the applicant shall have obtained approval for the import/export location from the Building and Safety Department.

A separate stockpile permit is required for the import site. It shall be authorized in conjunction with an approved construction project and shall comply with the requirements of Ordinance 457.

If an Environmental Assessment, prior to issuing a grading permit, did not previously approve either location, a Grading Environmental Assessment shall be submitted to the Planning Director for review and comment and to the Building and Safety Department Director for approval.

Additionally, if the movement of import / export occurs using county roads, review and approval of the haul routes by the Transportation Department may be required.

60.BS GRADE. 4 MAP - GEOTECH/SOILS RPTS RECOMMND

Geotechnical soils reports, required in order to obtain a grading permit, shall be submitted to the Building and Safety Department's Grading Division for review and approval prior to issuance of a grading permit. All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by Riverside County.* *The geotechnical/soils, compaction and inspection

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 4 MAP - GEOTECH/SOILS RPTS (cont.) RECOMMND

reports will be reviewed in accordance with the RIVERSIDE COUNTY GEOTECHNICAL GUIDELINES FOR REVIEW OF GEOTECHNICAL AND GEOLOGIC REPORTS.

60.BS GRADE. 6 MAP - DRNAGE DESIGN Q100 RECOMMND

All drainage facilities shall be designed in accordance with the Riverside County Flood Control & Water District's or Coachella Valley Water District's conditions of approval regarding this application. If not specifically addressed in their conditions, drainage shall be designed to accommodate 100 year storm flows.

60.BS GRADE. 7 MAP - OFFSITE GDG ONUS RECOMMND

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed.

60.BS GRADE. 8 MAP - NOTRD OFFSITE LTR RECOMMND

A notarized letter of permission from the affected property owners or easement holders shall be provided in instances where off site grading is proposed as part of the grading plan.

60.BS GRADE. 9 MAP - RECORDED ESMT REQ'D RECOMMND

In instances where the grading plan proposes drainage facilities on adjacent offsite property, the owner/applicant shall provide a copy of the recorded drainage easement.

60.BS GRADE. 11 MAP - APPROVED WQMP RECOMMND

Prior to the issuance of a grading permit, the owner / applicant shall submit to the Building & Safety Department Engineering Division evidence that the project - specific Water Quality Management Plan (WQMP) has been approved by the Riverside County Flood Control District or Riverside County Transportation Department and that all approved water quality treatment control BMPs have been included on the grading plan.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 13 MAP - PRE-CONSTRUCTION MTG RECOMMND

Upon receiving grading plan approval and prior to the issuance of a grading permit, the applicant is required to schedule a pre-construction meeting with the Building and Safety Department Environmental Compliance Division.

60.BS GRADE. 14 MAP- BMP CONST NPDES PERMIT RECOMMND

Prior to the issuance of a grading permit, the owner / applicant shall obtain a BMP (Best Management Practices) Permit for the monitoring of the erosion and sediment control BMPs for the site. The Department of Building and Safety will conduct NPDES (National Pollutant Discharge Elimination System) inspections of the site based on Risk Level to verify compliance with the Construction General Permit, Stormwater ordinances and regulations until completion of the construction activities, permanent stabilization of the site and permit final.

60.BS GRADE. 15 MAP - SWPPP REVIEW RECOMMND

Grading and construction sites of "ONE" acre or larger required to develop a STORM WATER POLLUTION PREVENTION PLAN (SWPPP) - the owner/applicant shall submit the SWPPP to the Building and Safety Department Environmental Compliance Division for review and approval prior to issuance of a grading permit.

E HEALTH DEPARTMENT

60.E HEALTH. 1 ENVIRONMENTAL CLEANUP PROGRAM RECOMMND

RCDEH-ECP has reviewed the Phase I Environmental Site Assessment prepared by PETRA Geotechnical, Inc. dated November 22, 2013. Based on the information provided in the report and historic agricultural activity associated with the property soil sampling and analysis is required to evaluate for the presence of pesticides. The soil sampling and analysis shall be conducted in accordance to the Interim Guidance for Sampling Agricultural Propertiesü (DTSC, 2008). For further information, please contact DEH-ECP at (951) 955-8980.

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60. PRIOR TO GRADING PRMT ISSUANCE

EPD DEPARTMENT

60.EPD. 1

EPD - 30 DAY BURROWING OWL SUR

RECOMMND

Pursuant to Objective 6 and Objective 7 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan, within 30 days prior to the issuance of a grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results of this presence/absence survey shall be provided in writing to the Environmental Programs Department. If it is determined that the project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. However, when the Burrowing Owl is present, relocation outside of the nesting season (March 1 through August 31) by a qualified biologist shall be required. The County Biologist shall be consulted to determine appropriate type of relocation (active or passive) and translocation sites. Occupation of this species on the project site may result in the need to revise grading plans so that take of "active" nests is avoided or alternatively, a grading permit may be issued once the species has been actively relocated.

If the grading permit is not obtained within 30 days of the survey a new survey shall be required.

60.EPD. 2

EPD - MBTA SURVEY

RECOMMND

Birds and their nests are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Codes. Since the project supports suitable nesting bird habitat, removal of vegetation or any other potential nesting bird habitat disturbances shall be conducted outside of the avian nesting season (February 1st through September 15th). If habitat must be cleared during the nesting season, a preconstruction nesting bird survey shall be conducted. The preconstruction nesting bird survey must be conducted by a biologist who holds a current MOU with the County of Riverside. If nesting activity is observed, appropriate avoidance measures shall be adopted to avoid any potential impacts to nesting birds. The nesting bird survey must be completed no more than 3 days prior to any ground disturbance. If ground disturbance does not begin within 3 days of the survey date a second survey must be conducted. Prior to the issuance of a grading

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60. PRIOR TO GRADING PRMT ISSUANCE

60.EPD. 2 EPD - MBTA SURVEY (cont.)

RECOMMND

permit the project proponent must provide written proof to EPD that a biologist who holds an MOU with the County of Riverside has been retained to carry out the required survey. Documentation submitted to prove compliance prior to grading permit issuance must at a minimum include the name and contact information for the Consulting Biologist. Prior to finalization of a grading permit or prior to issuance of any building permits the projects consulting biologist shall prepare and submit a report, documenting the results of the survey, to the Riverside County Planning Department, Environmental Programs Division (EPD).

60.EPD. 3 EPD - BIO MONITOR

RECOMMND

Prior to grading permit issuance a qualified biological monitor shall be contracted to provide biological monitoring of the grading and construction activities that occur within proximity to or have the potential to impact any sensitive habitat present within or adjacent to the project site. Riparian/Riverine areas identified as "Southern Willow Scrub," "Mule Fat Scrub" and "Eucalyptus Woodland" that is within or directly adjacent to the Southern Willow Scrub or Mule Fat Scrub as depicted in the "General Biological Resources Assessment For The Bixby Highgrove Project" prepared by Alden Environmental Inc. on January 30, 2014 are considered to be sensitive habitat. A work plan shall be submitted to the EPD to review and approve, from the biological monitor that should include but not be limited to Best Management Practices (BMP), fencing of sensitive areas and monitoring reports. The applicant must provide evidence that the qualified biologist has reviewed all construction plans and proposed activities to minimize impacts to any sensitive species and habitats. The biological monitor must maintain a copy of the grading plans and the grading permit at all times while on the project site. The EPD may require additional documentation in the form of biological reports and/or site visit(s) to confirm completion. Please contact EPD for further information.

60.EPD. 4 EPD - PERMANENT FENCING

RECOMMND

Prior to the issuance of a grading permit, the applicant shall submit a proposed permanent fencing and signage plan for the protection of all biologically sensitive areas. The areas mapped as "Southern Willow Scrub," "Mule Fat Scrub"

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60. PRIOR TO GRADING PRMT ISSUANCE

60.EPD. 4

EPD - PERMANENT FENCING (cont.)

RECOMMND

and including three patches of "Eucalyptus Woodland" located within and directly adjacent to the Southern Willow Scrub and Mule Fat Scrub areas as depicted in the "General Biological Resources Assesment For The Bixby Highgrove Project" prepared by Alden Enviromental Inc. on January 30, 2014. shall be permanently fenced for protection as open space. The fencing shall provide a physical barrier to minimize unauthorized public access, domestic animal predation, illegal trespass or dumping in the delineated riparian area. The fence shall have a minimum height of three feet at its shortest point. Fence posts shall be no more than five feet apart. The fence design shall be such that a sphere with a diameter of three inches cannot pass through the plane of the fence at any point below the minimum height. The fencing plan will be reviewed and approved by the Riverside County Planning Department Environmental Programs Division (EPD). The fence shall not be installed until EPD staff has reviewed and approved the fencing plan. EPD staff shall have sole discretion in determining whether the proposed fencing will adequately protect the conservation area, and whether changes to the proposed fencing and signage plan are required.

60.EPD. 5

EPD - TEMPORARY FENCE

RECOMMND

The areas mapped as "Southern Willow Scrub," "Mule Fat Scrub" and including three patches of "Eucalyptus Woodland" located within and directly adjacent to the Southern Willow Scrub and Mule Fat Scrub areas as depicted in the "General Biological Resources Assesment For The Bixby Highgrove Project" prepared by Alden Enviromental Inc. on January 30, 2014, will be temporarily fenced to avoid impacts during grading and construction. Signs must clearly indicate that no impacts will occur within the fenced areas. A report will be submitted by a biologist documenting that the fencing has been completed and it effectively protects the Riparian/Riverine Areas. EPD may also inspect the site prior to grading permit issuance to confirm proper fence installation.

60.EPD. 6

EPD - GRADING PLAN CHECK

RECOMMND

The areas mapped as " Southern Willow Scrub," "Mule Fat Scrub" and including three patches of "Eucalyptus Woodland" located within and directly adjacent to the Southern Willow Scrub and Mule Fat Scrub areas as depicted in the "General

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60. PRIOR TO GRADING PRMT ISSUANCE

60.EPD. 6 EPD - GRADING PLAN CHECK (cont.) RECOMMND

Biological Resources Assesment For The Bixby Highgrove Project" prepared by Alden Enviromental Inc. on January 30, 2014, will be clearly delineated on the Grading Plan to ensure that no disturbances are proposed within these areas. These areas shall be mapped and labeled "Delineated Constraint Area (MSHCP Avoidance, Riparian Riverine)" on the Grading Plan to the satisfaction of the Environmental Programs Division.

FLOOD RI DEPARTMENT

60.FLOOD RI. 1 MAP SUBMIT PLANS RECOMMND

A copy of the improvement plans, grading plans, BMP improvement plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the District for review. The plans must receive District approval prior to the issuance of grading permits. All submittals shall be date stamped by the engineer and include a completed Flood Control Deposit Based Fee Worksheet and the appropriate plan check fee deposit.

60.FLOOD RI. 3 MAP SUBMIT CLOMR RECOMMND

A Conditional Letter of Map Revision (CLOMR) shall be obtained from FEMA for all residential lots impacted by a FEMA floodplain prior to the issuance of grading permits.

60.FLOOD RI. 4 MAP EROS CNTRL AFTER RGH GRAD RECOMMND

Temporary erosion control measures shall be implemented immediately following rough grading to prevent deposition of debris onto downstream properties or drainage facilities. Plans showing these measures shall be submitted to the District for review.

60.FLOOD RI. 6 MAP PHASING RECOMMND

If the tract is built in phases, each phase shall be protected from the 1 in 100 year tributary storm flows.

60.FLOOD RI. 8 MAP SUBMIT FINAL WQMP INEFFECT

A copy of the project specific WQMP shall be submitted to the District for review and approval.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.FLOOD RI. 9 MAP ENCROACHMENT PERMIT REQ RECOMMND

For the outlets for Basin A and C:
An encroachment permit shall be obtained for any work within the District right of way or with District facilities. The encroachment permit application shall be processed and approved concurrently with the improvement plans.

60.FLOOD RI. 10 MAP SUBMIT CLOMR RECOMMND

Unless the District has already revised the Flood Insurance Rate Map, the developer will be required to obtain a Conditional Letter of Map Revision (CLOMR) from FEMA prior to the issuance of grading permits.

PARKS DEPARTMENT

60.PARKS. 1 MAP - TRAIL PLAN APPROVED REGI RECOMMND

Prior to or in conjunction with the issuance of grading permits, the applicant must have submitted its trail(s) exhibit/plan to the Regional Park and Open-Space District and received approval of said plan. The trails exhibit/plan shall show the trail(s) with all topography, grading, ADA compliance, fencing, cross sections, signage, pavement markings, street crossings signage, bollards (if applicable) and landscaping and irrigation.

PLANNING DEPARTMENT

60.PLANNING. 3 MAP - PALEONTOLOGIST REQUIRED RECOMMND

The land divider/permit holder shall retain a qualified paleontologist for onsultation and comment on the proposed grading with respect to potential paleontological impacts. The developer shall submit the name, telephone number and address of the retained, qualified paleontologist to the Planning Department and the Department of Building and Safety. The paleontologist shall submit in writing to the Planning Department - Development Review Division the results of the initial consultation, and the paleontologist shall include details of the fossil recovery plan, if recovery was deemed necessary. hould the paleontologist find the potential is high for impact to significant resources, a pre-grade meeting between the paleontologist and the excavation and grading contractor shall be arranged. When necessary, in the professional opinion of

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 3 MAP - PALEONTOLOGIST REQUIRED (cont.) RECOMMND

the retained paleontologist (and/or as determined by the Planning Director), the paleontologist or representative shall have the authority to monitor actively all project related grading and construction and shall have the authority to temporarily divert, redirect, or halt grading activity to allow recovery of paleontological resources.

60.PLANNING. 12 MAP - SECTION 1601/1603 PERMIT RECOMMND

Should any grading or construction be proposed within or along the banks of any natural watercourse or wetland located either on-site or on any required off-site improvement areas, the land divider/permit holder shall provide written notification to the County Planning Department that the appropriate California Department of Fish and Game notification pursuant to Sections 1601/1603 of the California Fish and Game Code has taken place. Or, the land divider shall obtain an "Agreement Regarding Proposed Stream or Lake Alteration" (Section 1601/1603 Permit). Copies of any agreement shall be submitted with the notification.

60.PLANNING. 13 MAP - SECTION 404 PERMIT RECOMMND

Should any grading or construction be proposed within or alongside the banks of the watercourse or wetland, the land divider/permit holder shall provide written notification to the County Planning Department that the alteration of any watercourse or wetland, located either on-site or on any required off-site improvement areas, complies with the U.S. Army Corp of Engineers Nationwide Permit Conditions. Or, the land divider shall obtain a permit under Section 404 of the Clean Water Act. Copies of any agreements shall be submitted along with the notification.

60.PLANNING. 15 MAP- SKR FEE CONDITION RECOMMND

Prior to the issuance of a grading permit, the land divider/permit holder shall comply with the provisions of Riverside County Ordinance No. 663, which generally requires the payment of the appropriate fee set forth in that ordinance. The amount of the fee required to be paid may vary depending upon a variety of factors, including the type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663. Said fee

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60. PRIOR TO GRADING PRMT ISSUANCE

60.PLANNING. 15 MAP- SKR FEE CONDITION (cont.) RECOMMND

shall be calculated on the approved development project which is anticipated to be 65.1 acres (gross) in accordance with the TENTATIVE MAP. If the development is subsequently revised, this acreage amount may be modified in order to reflect the revised development project acreage amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 663 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

60.PLANNING. 16 MAP - FEE BALANCE RECOMMND

Prior to issuance of grading permits, the Planning Department shall determine if the deposit based fees are in a negative balance. If so, any outstanding fees shall be paid by the applicant/developer.

60.PLANNING. 20 MAP - REQUIRED APPLICATIONS RECOMMND

No grading permits shall be issued until General Plan Amendment No. 1126 and Change of Zone No. 7811 have been approved and adopted by the Board of Supervisors and have been made effective.

60.PLANNING. 21 MAP - PLANNING DEPT REVIEW RECOMMND

As part of the plan check review of the proposed grading plan for the subject property, the Department of Building and Safety - Grading Division shall submit a copy of the proposed grading plan, along with the applicable Log/Permit Numbers for reference, to the County Planning Department to be reviewed for compliance with the approved tentative map.

60.PLANNING. 23 MAP - PALEO PRIMP & MONITOR RECOMMND

This site is mapped in the County's General Plan as having a High potential for paleontological resources (fossils). Proposed project site grading/earthmoving activities could potentially impact this resource. HENCE:

PRIOR TO ISSUANCE OF GRADING PERMITS:

1.The applicant shall retain a qualified paleontologist approved by the County of Riverside to create and implement