FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □□n □□r□n □□□
Road Segment: n□□ □i□□□ri□A□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□

Noise Source Elevations (in feet)

Autos:	□□□□	
Medium Trucks:	□□□□	
Heavy Trucks:	□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	□□□□□	□□□□	□□□□□	□□□□□	-4.73	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□	□□□□□	□□□□□	-4.88	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□	□□□□□	□□□□□	-5.25	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	□□□	□□□	□□□	□□□□□
CNEL:	□□□	□□□	□□□	□□□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □□n □□r□n □□□
Road Segment: □□□ □i□□□ri□ A□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□	□□□□□	□□□□□	*-4.73*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□□	□□□□□	*-4.88*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□□	□□□□□	*-5.25*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□□	□□□	□□□	□□□□□
CNEL:	□□□	□□□	□□□	□□□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: M□□□in□□ird □□n□□n Rd□
Road Segment: □□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□		
Medium Trucks:	□□□□□		
Heavy Trucks:	□□□□□	*Grade Adjustment:*	□□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	□□□□□	□□□□	□□□□□	□□□□□	*-4.65*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□	□□□□□	□□□□□	*-4.87*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□	□□□□□	□□□□□	*-5.43*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	□□□	□□□	□□□	□□□□□
CNEL:	□□□	□□□	□□□	□□□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □ □□□in□□□n □□□
Road Segment: n□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□	□□□□	□□□□□	*-4.61*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	*-4.87*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	*-5.50*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□□	□□□	□□□	□□□□□
CNEL:	□□□	□□□	□□□	□□□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □ □□□in□□□n □□□
Road Segment: □□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□		
Medium Trucks:	□□□□□		
Heavy Trucks:	□□□□□	*Grade Adjustment:*	□□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	□□□□□	□□□□□	□□□□	□□□□□	-4.61	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	-4.87	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	-5.50	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	□□	□□□	□□□	□□□
CNEL:	□□	□□□	□□□	□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □□i□□□□ A□□A□□□ □r□□□□ A□□
Road Segment: n□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□□	□□□□	□□□□□	*-4.49*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	*-4.86*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	*-5.77*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□	□	□□	□□
CNEL:	□	□	□□	□□

T□□□d□□□A□ri□□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □□í□□□□ A□□A□□□ □r□□□□ A□□
Road Segment: □□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□ □□□í□□□□
Peak Hour Percentage:	□□□□□□
Peak Hour Volume:	□□□ □□□í□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	□□□□□	□□□□□	□□□□	□□□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□		
Medium Trucks:	□□□□□		
Heavy Trucks:	□□□□□	*Grade Adjustment:*	□□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	□□□□□	□□□□□	□□□□	□□□□□	-4.49	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	-4.86	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	-5.77	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	□	□□	□□	□□
CNEL:	□	□□	□□	□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □ □□ □□□ A□□
Road Segment: □□□ Iri □ A□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□□
Peak Hour Volume:	□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□□	□□□□	□□□□□	*-4.49*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□	□□□□	□□□□□	*-4.86*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□	□□□□	□□□□□	*-5.77*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□	□	□	□
CNEL:	□	□	□	□

T□□□d□□□A□ri□□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □ □□d Rd□
Road Segment: n□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□í□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□í□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	□□□□□	□□□□□	□□□□	□□□□□	-4.65	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□	□□□□	□□□□□	-4.87	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□	□□□□	□□□□□	-5.43	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	□□	□□	□□□	□□□
CNEL:	□□	□□	□□□	□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □ □□d Rd□
Road Segment: □□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□	□□□□	□□□□□	*-4.65*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□	□□□□	□□□□□	*-4.87*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□	□□□□	□□□□□	*-5.43*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□	□□□	□□□	□□□
CNEL:	□□	□□□	□□□	□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: Tr□□□□in Rd□□□A□□
Road Segment: n□□□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	□□□□□	□□□□	□□□□	□□□□□	-4.65	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□	□□□□	□□□□□	-4.87	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□	□□□□	□□□□□	-5.43	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	□□	□□□	□□□	□□□
CNEL:	□□	□□□	□□□	□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: Tr□□□□ □in Rd□□□ □□□ A□□
Road Segment: □□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□□	□□□□	□□□□□	*-4.65*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□	□□□□	□□□□□	*-4.87*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□	□□□□	□□□□□	*-5.43*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□	□□□	□□□	□□□
CNEL:	□□	□□□	□□□	□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □i□□□ri□A□□
Road Segment: □□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	□□□□□	□□□□□	□□□□	□□□□□	-4.56	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	-4.87	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	-5.61	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	□□	□□	□□□	□□□
CNEL:	□□	□□	□□□	□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □i□□□ri□A□□
Road Segment: □□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□
Medium Trucks:	□□□□□
Heavy Trucks:	□□□□□ *Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□□	□□□□	□□□□□	*-4.56*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	*-4.87*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	*-5.61*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□	□□	□□□	□□□
CNEL:	□□	□□	□□□	□□□

T□□□d□□□A□ri□□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □□n □□r□n □□□
Road Segment: □□□ □ □□□in□□□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	□□□□□	□□□□	□□□□□	□□□□□	*-4.73*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□	□□□□□	□□□□□	*-4.88*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□	□□□□□	□□□□□	*-5.25*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	□□□	□□□	□□□	□□□□□
CNEL:	□□□	□□□	□□□	□□□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □□n □□r□n □□□
Road Segment: □□□ □ □□□in□□□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□□
Peak Hour Volume:	□□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□	□□□□□	□□□□□	*-4.73*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□□	□□□□□	*-4.88*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□□	□□□□□	*-5.25*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□□	□□□	□□□	□□□□□
CNEL:	□□□	□□□	□□□	□□□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □□n □□r□n □□□
Road Segment: □□□ □□i□□□□ A□□□A□□□ □r□□□□ A□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□
Medium Trucks:	□□□□□
Heavy Trucks:	□□□□□ *Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□	□□□□□	□□□□□	*-4.73*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□□	□□□□□	*-4.88*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□□	□□□□□	*-5.25*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□□	□□□	□□□	□□□□□
CNEL:	□□□	□□□	□□□	□□□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □□n □□r□n □□□
Road Segment: □□□ □□i□□□□ A□□A□□□ □r□□□□ A□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□	□□□□□	□□□□□	*-4.73*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□	□□□□□	□□□□□	*-4.88*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□	□□□□□	□□□□□	*-5.25*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□□	□□□	□□□	□□□□□
CNEL:	□□□	□□□	□□□	□□□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □□n □□r□n □□□
Road Segment: □□□ □ □□d Rd□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□ □□□i□□□
Peak Hour Percentage:	□□□□
Peak Hour Volume:	□□□□ □□□i□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□		
Medium Trucks:	□□□□□		
Heavy Trucks:	□□□□□	*Grade Adjustment:*	□□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□	□□□□□	□□□□□	*-4.73*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□□	□□□□□	*-4.88*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□□	□□□□□	*-5.25*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□□	□□□	□□□	□□□□□
CNEL:	□□□	□□□	□□□	□□□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □□n □□r□n □□□
Road Segment: □□□ Tr□□□□ □in Rd□□□ □□□ A□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	□□□□□	□□□□	□□□□□	□□□□□	*-4.73*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□	□□□□□	□□□□□	*-4.88*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□	□□□□□	□□□□□	*-5.25*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	□□□	□□□	□□□	□□□□□
CNEL:	□□□	□□□	□□□	□□□□□

T□□□d□□□A□ri□□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: Iri A
Road Segment:

Project Name: Arr i
Job Number:

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	i
Peak Hour Percentage:	
Peak Hour Volume:	i
Vehicle Speed:	
Near/Far Lane Distance:	

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	
Centerline Dist. to Barrier:	
Centerline Dist. to Observer:	
Barrier Distance to Observer:	
Observer Height (Above Pad):	
Pad Elevation:	
Road Elevation:	
Road Grade:	
Left View:	d r
Right View:	d r

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	
Medium Trucks (2 Axles):	
Heavy Trucks (3+ Axles):	

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:				
Medium Trucks:				
Heavy Trucks:				

Noise Source Elevations (in feet)

Autos:		
Medium Trucks:		
Heavy Trucks:		*Grade Adjustment:*

Lane Equivalent Distance (in feet)

Autos:	
Medium Trucks:	
Heavy Trucks:	

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:					-4.49		
Medium Trucks:					-4.86		
Heavy Trucks:					-5.77		

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				
CNEL:				

T d A ri

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: Iri A
Road Segment: A A r A

Project Name: Arr i
Job Number:

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	i
Peak Hour Percentage:	
Peak Hour Volume:	i
Vehicle Speed:	
Near/Far Lane Distance:	

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	
Centerline Dist. to Barrier:	
Centerline Dist. to Observer:	
Barrier Distance to Observer:	
Observer Height (Above Pad):	
Pad Elevation:	
Road Elevation:	
Road Grade:	
Left View:	d r
Right View:	d r

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	
Medium Trucks (2 Axles):	
Heavy Trucks (3+ Axles):	

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:				
Medium Trucks:				
Heavy Trucks:				

Noise Source Elevations (in feet)

Autos:		
Medium Trucks:		
Heavy Trucks:		*Grade Adjustment:*

Lane Equivalent Distance (in feet)

Autos:	
Medium Trucks:	
Heavy Trucks:	

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:					-4.49		
Medium Trucks:					-4.86		
Heavy Trucks:					-5.77		

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:				
CNEL:				

T d A ri

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: Iri□A□□
Road Segment: □□□ □ □í□□□□A□□A□□□ □r□□□□A□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□ □□□í□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□ □□□í□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□□	□□□□	□□□□□	*-4.49*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□	□□□□	□□□□□	*-4.86*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□	□□□□	□□□□□	*-5.77*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□	□	□	□□
CNEL:	□	□	□	□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □□n □□r□n □□□
Road Segment: n□□ □i□□□ri□A□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	□□□□□	□□□□	□□□□□	□□□□□	*-4.73*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□□	□□□□□	*-4.88*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□□	□□□□□	*-5.25*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	□□□	□□□	□□□	□□□□□
CNEL:	□□□	□□□	□□□	□□□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □□n □□r□n □□□
Road Segment: □□□ □i□□□ri□ A□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□
Medium Trucks:	□□□□□
Heavy Trucks:	□□□□□ *Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□	□□□□□	□□□□□	*-4.73*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□□	□□□□□	*-4.88*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□□	□□□□□	*-5.25*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□□	□□□	□□□	□□□□□
CNEL:	□□□	□□□	□□□	□□□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: M□□□in□□ird □□n□□n Rd□
Road Segment: □□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□

Noise Source Elevations (in feet)

Autos:	□□□□	
Medium Trucks:	□□□□	
Heavy Trucks:	□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□
Medium Trucks:	□□□□□
Heavy Trucks:	□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□	□□□	□□□□	□□□□	*-4.65*	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	*-4.87*	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	*-5.43*	□□□□	□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□□	□□□	□□□	□□□□□
CNEL:	□□□	□□□	□□□	□□□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □ □□□in□□□n □□□
Road Segment: n□□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□	□□□□	□□□□□	*-4.61*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	*-4.87*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	*-5.50*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□□	□□□	□□□	□□□□□
CNEL:	□□□	□□□	□□□	□□□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □ □□□in□□□n □□□
Road Segment: □□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□□
Peak Hour Volume:	□□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	□□□□□	□□□□□	□□□□	□□□□□	-4.61	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□	□□□□	□□□□□	-4.87	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□	□□□□	□□□□□	-5.50	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	□□	□□□	□□□	□□□
CNEL:	□□	□□□	□□□	□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □□i□□□□ A□□A□□□ □r□□□□ A□□
Road Segment: n□□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□	□□□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□

Noise Source Elevations (in feet)

Autos:	□□□□	
Medium Trucks:	□□□□	
Heavy Trucks:	□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□
Medium Trucks:	□□□□□
Heavy Trucks:	□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□	□□□□	□□□□	□□□□	*-4.49*	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	*-4.86*	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	*-5.77*	□□□□	□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□	□□	□□	□□
CNEL:	□	□□	□□	□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □□í□□□□ A□□A□□□ □r□□□□ A□□
Road Segment: □□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□ □□□í□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□ □□□í□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	□□□□□	□□□□□	□□□□	□□□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□

Noise Source Elevations (in feet)

Autos:	□□□□	
Medium Trucks:	□□□□	
Heavy Trucks:	□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□
Medium Trucks:	□□□□□
Heavy Trucks:	□□□□□

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	□□□□	□□□□	□□□	□□□□	-4.49	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□	□□□□	-4.86	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□	□□□□	-5.77	□□□□	□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	□	□□	□□	□□
CNEL:	□	□□	□□	□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □ □□ □□□ A□□
Road Segment: □□□ lri□A□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□ □□□i□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□ □□□i□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□
Centerline Dist. to Observer:	□□□□ □□□
Barrier Distance to Observer:	□□□ □□□
Observer Height (Above Pad):	□□□ □□□
Pad Elevation:	□□□ □□□
Road Elevation:	□□□ □□□
Road Grade:	□□□□
Left View:	□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	□□□□□	□□□□□	□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	□□□□□	□□□□□	□□□□	□□□□□	-4.49	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□	□□□□	□□□□□	-4.86	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□	□□□□	□□□□□	-5.77	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	□	□	□□	□□
CNEL:	□	□	□□	□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □ □□d Rd□
Road Segment: n□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□□	□□□□	□□□□□	*-4.65*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	*-4.87*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	*-5.43*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□	□□	□□□	□□□
CNEL:	□□	□□	□□□	□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □ □□d Rd□
Road Segment: □□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□□
Peak Hour Volume:	□□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□□	□□□□□□	□□□□□□	□□□□□□□
Medium Trucks:	□□□□□□	□□□□□	□□□□□□	□□□□□□
Heavy Trucks:	□□□□□□	□□□□□	□□□□□□	□□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□
Grade Adjustment:	□□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□□
Medium Trucks:	□□□□□□□
Heavy Trucks:	□□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□□	□□□□□	□□□□□	□□□□□□	*-4.65*	□□□□□□	□□□□□□
Medium Trucks:	□□□□□□	□□□□□□□	□□□□□	□□□□□□	*-4.87*	□□□□□□	□□□□□□
Heavy Trucks:	□□□□□□	□□□□□□□	□□□□□	□□□□□□	*-5.43*	□□□□□□	□□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□□	□□□□□	□□□□□	□□□□□	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□	□□□□□	□□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□	□□□□□	□□□□□	□□□□□	□□□□□
Vehicle Noise:	□□□□□	□□□□□	□□□□□	□□□□□	□□□□□	□□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□	□□□	□□□	□□□
CNEL:	□□	□□□	□□□	□□□

T□□□d□□□A□ri□□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: Tr□□□□ □in Rd□□□ □□□ A□□
Road Segment: n□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□í□□□□
Peak Hour Percentage:	□□□□□□
Peak Hour Volume:	□□□□□□ □□□í□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□	□□□□	□□□□□	*-4.65*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□	□□□□	□□□□□	*-4.87*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□	□□□□	□□□□□	*-5.43*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□	□□□	□□□	□□□
CNEL:	□□	□□□	□□□	□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: Tr□□□□ □in Rd□□□ □□□ A□□
Road Segment: □□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□□
Peak Hour Volume:	□□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□□	□□□□	□□□□□	*-4.65*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□	□□□□	□□□□□	*-4.87*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□	□□□□	□□□□□	*-5.43*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□	□□□	□□□	□□□
CNEL:	□□	□□□	□□□	□□□

T□□□d□□□A□ri□□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □i□□□ri□A□□
Road Segment: □□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□□	□□□□	□□□□□	*-4.56*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	*-4.87*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	*-5.61*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□	□□	□□□	□□□
CNEL:	□□	□□	□□□	□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □i□□□ri□A□□
Road Segment: □□□ □□n □□r□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□□
Peak Hour Volume:	□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	□□□□□	□□□□□	□□□□	□□□□□	*-4.56*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	*-4.87*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	*-5.61*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	□□	□□	□□□	□□□
CNEL:	□□	□□	□□□	□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □□n □□r□n □□□
Road Segment: □□□ □ □□□in□□□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□ □□□i□□□
Peak Hour Percentage:	□□□□
Peak Hour Volume:	□□□□ □□□i□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□ □□□
Centerline Dist. to Observer:	□□□ □□□
Barrier Distance to Observer:	□□□ □□□
Observer Height (Above Pad):	□□□ □□□
Pad Elevation:	□□□ □□□
Road Elevation:	□□□ □□□
Road Grade:	□□□
Left View:	□□□ d□□r□□□
Right View:	□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□	□□□	□□□	□□□
Medium Trucks:	□□□	□□□	□□□	□□□
Heavy Trucks:	□□□	□□□	□□□	□□□

Noise Source Elevations (in feet)

Autos:	□□□	
Medium Trucks:	□□□	
Heavy Trucks:	□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□
Medium Trucks:	□□□
Heavy Trucks:	□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□	□□□	□□□	□□□	*-4.73*	□□□	□□□
Medium Trucks:	□□□	□□□	□□□	□□□	*-4.88*	□□□	□□□
Heavy Trucks:	□□□	□□□	□□□	□□□	*-5.25*	□□□	□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□	□□□	□□□	□□□	□□□	□□□
Medium Trucks:	□□□	□□□	□□□	□□□	□□□	□□□
Heavy Trucks:	□□□	□□□	□□□	□□□	□□□	□□□
Vehicle Noise:	□□□	□□□	□□□	□□□	□□□	□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□□	□□□	□□□	□□□
CNEL:	□□□	□□□	□□□	□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □□n □□r□n □□□
Road Segment: □□□ □ □□□in□□□n □□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□
Medium Trucks:	□□□□□
Heavy Trucks:	□□□□□ *Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□	□□□□□	□□□□□	*-4.73*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□□	□□□□□	*-4.88*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□□	□□□□□	*-5.25*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□□	□□□	□□□	□□□□□
CNEL:	□□□	□□□	□□□	□□□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □□n □□r□n □□□
Road Segment: □□□ □□i□□□□ A□□A□□□ □r□□□□ A□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	□□□□□	□□□□	□□□□□	□□□□□	-4.73	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□	□□□□□	□□□□□	-4.88	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□	□□□□□	□□□□□	-5.25	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	□□□	□□□	□□□	□□□□□
CNEL:	□□□	□□□	□□□	□□□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □□n □□r□n □□□
Road Segment: □□□ □ □i□□□□ A□□A□□□ □r□□□□ A□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□
Medium Trucks:	□□□□□
Heavy Trucks:	□□□□□
Grade Adjustment:	□□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□	□□□□□	□□□□□	*-4.73*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□	□□□□□	□□□□□	*-4.88*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□	□□□□□	□□□□□	*-5.25*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□□	□□□	□□□	□□□□□
CNEL:	□□□	□□□	□□□	□□□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □□n □□r□n □□□
Road Segment: □□□ □ □□d Rd□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	□□□□□	□□□□	□□□□□	□□□□□	*-4.73*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□□	□□□□□	*-4.88*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□□	□□□□□	*-5.25*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	□□□	□□□	□□□	□□□□□
CNEL:	□□□	□□□	□□□	□□□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: □□n □□r□n □□□
Road Segment: □□□ Tr□□□□ □in Rd□□□ □□□ A□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□□□□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□
Medium Trucks:	□□□□□
Heavy Trucks:	□□□□□ *Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□	□□□□□	□□□□□	*-4.73*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□□	□□□□□	*-4.88*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□□	□□□□□	*-5.25*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□□□	□□□	□□□	□□□□□
CNEL:	□□□	□□□	□□□	□□□□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: Iri□A□□
Road Segment: □□□ □ □□ □□□A□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□□□	□□□□	□□□□□	*-4.49*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	*-4.86*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	*-5.77*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□	□	□	□
CNEL:	□	□	□	□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: Iri□A□□
Road Segment: □□□ □ □i□□□□ A□□A□□□ □r□□□□ A□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□
Medium Trucks:	□□□□□
Heavy Trucks:	□□□□□ *Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□□□	□□□□	□□□□□	*-4.49*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	*-4.86*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	*-5.77*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□	□	□	□□
CNEL:	□	□	□	□□

T□□□d□□□A□ri□□□□□□□□

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

Scenario:
Road Name: Iri□A□□
Road Segment: □□□ □ □i□□□□ A□□A□□□ □r□□□□ A□□

Project Name: Arr□□□ □i□□□
Job Number: □□□□□

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	□□□ □□□i□□□□
Peak Hour Percentage:	□□□□□
Peak Hour Volume:	□□ □□□i□□□□
Vehicle Speed:	□□ □ □□
Near/Far Lane Distance:	□□ □□□□

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	□□□
Centerline Dist. to Barrier:	□□□□ □□□□
Centerline Dist. to Observer:	□□□□ □□□□
Barrier Distance to Observer:	□□□ □□□□
Observer Height (Above Pad):	□□□ □□□□
Pad Elevation:	□□□ □□□□
Road Elevation:	□□□ □□□□
Road Grade:	□□□□
Left View:	□□□□ d□□r□□□
Right View:	□□□□ d□□r□□□

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	□□
Medium Trucks (2 Axles):	□□
Heavy Trucks (3+ Axles):	□□

Vehicle Mix

VehicleType	*Day*	*Evening*	*Night*	*Daily*
Autos:	□□□□□	□□□□□	□□□□	□□□□□□
Medium Trucks:	□□□□□	□□□□	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□	□□□□□	□□□□□

Noise Source Elevations (in feet)

Autos:	□□□□□	
Medium Trucks:	□□□□□	
Heavy Trucks:	□□□□□	*Grade Adjustment:* □□□

Lane Equivalent Distance (in feet)

Autos:	□□□□□□
Medium Trucks:	□□□□□□
Heavy Trucks:	□□□□□□

FHWA Noise Model Calculations

VehicleType	*REMEL*	*Traffic Flow*	*Distance*	*Finite Road*	*Fresnel*	*Barrier Atten*	*Berm Atten*
Autos:	□□□□□	□□□□□□	□□□□	□□□□□	*-4.49*	□□□□□	□□□□□
Medium Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	*-4.86*	□□□□□	□□□□□
Heavy Trucks:	□□□□□	□□□□□□	□□□□	□□□□□	*-5.77*	□□□□□	□□□□□

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	*Leq Peak Hour*	*Leq Day*	*Leq Evening*	*Leq Night*	*Ldn*	*CNEL*
Autos:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Medium Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Heavy Trucks:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□
Vehicle Noise:	□□□□	□□□□	□□□□	□□□□	□□□□	□□□□

Centerline Distance to Noise Contour (in feet)

	70 dBA	*65 dBA*	*60 dBA*	*55 dBA*
Ldn:	□	□	□	□□
CNEL:	□	□	□	□□

T□□□d□□□A□ri□□□□□□□□

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APPENDIX 10.1:

OPERATIONS NOISE CALCULATIONS

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14577 - Arroyo Vista

CadnaA Noise Prediction Model: 14577-02_Operation.cna
Date: 11.04.23
Analyst: B. Maddux

Calculation Configuration

Configuration	
Parameter	**Value**
General	
Max. Error (dB)	0.00
Max. Search Radius (#(Unit,LEN))	2000.01
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (#(Unit,LEN))	999.99
Min. Length of Section (#(Unit,LEN))	1.01
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Reference Time Day (min)	960.00
Reference Time Night (min)	480.00
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	5.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rvcr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Incl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (#(Unit,TEMP))	10
rel. Humidity (%)	70
Ground Absorption G	0.50
Wind Speed for Dir. (#(Unit,SPEED))	3.0
Roads (TNM)	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height		Coordinates			
			Day	Night	CNEL	Day	Night	CNEL	Type	Auto	Noise Type			X	Y	Z	
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)	
R1		R1	33.7	31.0	37.7	0.0	0.0	0.0		x	Total	5.00	r	6227063.78	2270948.36	5.00	
R2		R2	29.6	26.8	33.5	0.0	0.0	0.0		x	Total	5.00	r	6228371.46	2271009.86	5.00	
R3		R3	34.5	31.8	38.5	0.0	0.0	0.0		x	Total	5.00	r	6228303.46	2269214.00	5.00	
R4		R4	32.9	30.2	36.9	0.0	0.0	0.0		x	Total	5.00	r	6228115.94	2268158.46	5.00	
R5		R5	35.5	32.8	39.5	0.0	0.0	0.0		x	Total	5.00	r	6226736.83	2268160.29	5.00	

Point Source(s)

Name	M.	ID	Result. PWL			Lw / Li			Operating Time			Height		Coordinates		
			Day	Evening	Night	Type	Value	norm.	Day	Special	Night			X	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)
AC001		AC001	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6225628.05	2269617.96	3.00
AC002		AC002	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6225745.15	2269625.13	3.00
AC003		AC003	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6225845.53	2269632.30	3.00
AC004		AC004	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6225924.39	2269637.08	3.00
AC005		AC005	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6225998.48	2269665.75	3.00
AC006		AC006	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226070.18	2269713.55	3.00
AC007		AC007	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226261.36	2269414.82	3.00
AC008		AC008	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226268.53	2269367.02	3.00
AC009		AC009	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226342.62	2269321.61	3.00
AC010		AC010	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226266.14	2269302.50	3.00
AC011		AC011	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226266.14	2269218.85	3.00
AC012		AC012	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226258.97	2269132.81	3.00
AC013		AC013	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226258.97	2269037.22	3.00

Name	M.	ID	Result. PWL			Lw / Li			Operating Time			Height		Coordinates		
			Day	Evening	Night	Type	Value	norm.	Day	Special	Night			X	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)
AC014		AC014	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226258.97	2268953.57	3.00
AC015		AC015	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226258.97	2268874.71	3.00
AC016		AC016	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226258.97	2268793.45	3.00
AC017		AC017	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226258.97	2268709.81	3.00
AC018		AC018	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226258.97	2268628.55	3.00
AC019		AC019	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226261.36	2268552.08	3.00
AC020		AC020	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226256.58	2268320.26	3.00
AC021		AC021	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226325.89	2268317.87	3.00
AC022		AC022	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226478.84	2268308.31	3.00
AC023		AC023	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226581.61	2268305.92	3.00
AC024		AC024	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226679.59	2268310.70	3.00
AC025		AC025	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226839.71	2268305.92	3.00
AC026		AC026	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226844.49	2268442.14	3.00
AC027		AC027	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226846.88	2268590.31	3.00
AC028		AC028	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226844.49	2268676.35	3.00
AC029		AC029	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226844.49	2268767.16	3.00
AC030		AC030	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226844.49	2268810.18	3.00
AC031		AC031	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226856.44	2268915.34	3.00
AC032		AC032	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226875.56	2268960.74	3.00
AC033		AC033	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226909.02	2268915.34	3.00
AC034		AC034	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226892.29	2268807.79	3.00
AC035		AC035	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226892.29	2268764.78	3.00
AC036		AC036	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226889.90	2268671.57	3.00
AC037		AC037	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226889.90	2268583.15	3.00
AC038		AC038	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226894.68	2268437.36	3.00
AC039		AC039	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226897.07	2268308.31	3.00
AC040		AC040	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227093.04	2268308.31	3.00
AC041		AC041	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227143.23	2268308.31	3.00
AC042		AC042	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227250.77	2268308.31	3.00
AC043		AC043	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227174.29	2268865.15	3.00
AC044		AC044	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227226.87	2268846.03	3.00
AC045		AC045	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227174.29	2268791.06	3.00
AC046		AC046	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227224.48	2268740.88	3.00
AC047		AC047	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227171.90	2268707.42	3.00
AC048		AC048	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227224.48	2268688.30	3.00
AC049		AC049	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227176.68	2268635.72	3.00
AC050		AC050	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227179.07	2268585.54	3.00
AC051		AC051	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227229.26	2268590.31	3.00
AC052		AC052	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227475.42	2268313.09	3.00
AC053		AC053	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227494.54	2268454.09	3.00
AC054		AC054	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227537.55	2268487.55	3.00
AC055		AC055	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227492.15	2268528.18	3.00
AC056		AC056	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227492.15	2268602.26	3.00
AC057		AC057	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227532.77	2268669.18	3.00
AC058		AC058	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227539.94	2268721.76	3.00
AC059		AC059	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227492.15	2268712.20	3.00
AC060		AC060	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227496.93	2268760.00	3.00
AC061		AC061	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227475.42	2268824.52	3.00
AC062		AC062	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227568.62	2268313.09	3.00
AC063		AC063	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227628.37	2268315.48	3.00
AC064		AC064	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227735.91	2268313.09	3.00
AC065		AC065	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227831.51	2268313.09	3.00
AC066		AC066	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227934.27	2268315.48	3.00
AC067		AC067	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6228029.87	2268310.70	3.00
AC068		AC068	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227752.64	2268664.40	3.00
AC069		AC069	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227855.41	2268659.62	3.00
AC070		AC070	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227958.17	2268678.74	3.00
AC071		AC071	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6228020.31	2268695.47	3.00
AC072		AC072	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227946.22	2268862.76	3.00
AC073		AC073	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227888.86	2268855.59	3.00
AC074		AC074	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227817.17	2268860.37	3.00
AC075		AC075	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227759.81	2268877.10	3.00
AC076		AC076	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227707.23	2268944.02	3.00
AC077		AC077	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227666.61	2268987.03	3.00
AC078		AC078	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227582.96	2268996.59	3.00
AC079		AC079	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227473.03	2269118.48	3.00
AC080		AC080	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227367.87	2269080.24	3.00
AC081		AC081	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227289.01	2269104.14	3.00
AC082		AC082	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227226.87	2269065.90	3.00
AC083		AC083	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226854.05	2269216.46	3.00
AC084		AC084	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226789.52	2269278.60	3.00
AC085		AC085	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226732.17	2269386.14	3.00
AC086		AC086	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226698.71	2269433.94	3.00
AC087		AC087	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226629.40	2269531.92	3.00
AC088		AC088	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226581.61	2269479.35	3.00
AC089		AC089	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226486.01	2269579.72	3.00
AC090		AC090	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226311.55	2269775.69	3.00

Name	M.	ID	Result. PWL			Lw / Li			Operating Time			Height		Coordinates		
			Day	Evening	Night	Type	Value	norm.	Day	Special	Night			X	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)
AC091		AC091	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226282.87	2269818.71	3.00
AC092		AC092	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226354.57	2269864.11	3.00
AC093		AC093	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226376.08	2269811.54	3.00
AC094		AC094	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226428.66	2269842.60	3.00
AC095		AC095	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226404.76	2269885.62	3.00
AC096		AC096	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226497.96	2269940.59	3.00
AC097		AC097	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226517.08	2269895.18	3.00
AC098		AC098	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226000.87	2269969.27	3.00
AC099		AC099	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226058.23	2270007.51	3.00
AC100		AC100	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226132.31	2270040.96	3.00
AC101		AC101	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226196.84	2270086.37	3.00
AC102		AC102	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227219.70	2269414.82	3.00
AC103		AC103	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227303.35	2269393.31	3.00
AC104		AC104	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227391.77	2269369.41	3.00
AC105		AC105	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227451.52	2269357.46	3.00
AC106		AC106	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227542.33	2269324.00	3.00
AC107		AC107	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227614.03	2269264.26	3.00
AC108		AC108	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227695.28	2269214.07	3.00
AC109		AC109	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227759.81	2269159.10	3.00
AC110		AC110	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227826.73	2269104.14	3.00
AC111		AC111	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227869.74	2269039.61	3.00
AC112		AC112	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226758.46	2269962.10	3.00
AC113		AC113	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226717.83	2270079.20	3.00
AC114		AC114	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226691.54	2270127.00	3.00
AC115		AC115	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226638.96	2270198.70	3.00
AC116		AC116	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227155.17	2269515.19	3.00
AC117		AC117	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227095.43	2269579.72	3.00
AC118		AC118	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227050.02	2269632.30	3.00
AC119		AC119	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226978.32	2269694.43	3.00
AC120		AC120	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226885.12	2269732.67	3.00
AC121		AC121	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226856.44	2269768.52	3.00
AC122		AC122	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226825.37	2269837.83	3.00
AC123		AC123	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226572.05	2270260.83	3.00
AC124		AC124	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226529.03	2270342.09	3.00
AC125		AC125	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226493.18	2270416.17	3.00
AC126		AC126	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226481.23	2270506.99	3.00
AC127		AC127	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226469.28	2270590.63	3.00
AC128		AC128	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226572.05	2270731.64	3.00
AC129		AC129	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226717.83	2270724.47	3.00
AC130		AC130	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226777.58	2270722.08	3.00
AC131		AC131	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226937.70	2270717.30	3.00
AC132		AC132	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227095.43	2270729.25	3.00
AC133		AC133	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227260.33	2270714.91	3.00
AC134		AC134	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227413.28	2270769.87	3.00
AC135		AC135	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227673.78	2270753.14	3.00
AC136		AC136	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227731.13	2270757.92	3.00
AC137		AC137	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227884.08	2270767.48	3.00
AC138		AC138	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6228130.24	2270734.03	3.00
AC139		AC139	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6228137.41	2270664.72	3.00
AC140		AC140	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6228132.63	2270442.46	3.00
AC141		AC141	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226789.52	2270535.67	3.00
AC142		AC142	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226777.58	2270495.04	3.00
AC143		AC143	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226789.52	2270449.63	3.00
AC144		AC144	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226830.15	2270392.27	3.00
AC145		AC145	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226863.61	2270351.65	3.00
AC146		AC146	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226901.85	2270294.29	3.00
AC147		AC147	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226952.04	2270234.54	3.00
AC148		AC148	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226992.66	2270174.80	3.00
AC149		AC149	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226961.60	2270382.71	3.00
AC150		AC150	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226880.34	2270416.17	3.00
AC151		AC151	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226949.65	2270432.90	3.00
AC152		AC152	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227038.07	2270382.71	3.00
AC153		AC153	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227050.02	2270432.90	3.00
AC154		AC154	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227212.53	2270380.32	3.00
AC155		AC155	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227207.75	2270432.90	3.00
AC156		AC156	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227265.11	2270432.90	3.00
AC157		AC157	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227267.50	2270377.94	3.00
AC158		AC158	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227379.82	2270387.49	3.00
AC159		AC159	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227372.65	2270444.85	3.00
AC160		AC160	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227556.67	2270442.46	3.00
AC161		AC161	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227556.67	2270389.88	3.00
AC162		AC162	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227609.25	2270387.49	3.00
AC163		AC163	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227604.47	2270435.29	3.00
AC164		AC164	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227716.79	2270435.29	3.00
AC165		AC165	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227716.79	2270387.49	3.00
AC166		AC166	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227821.95	2270392.27	3.00
AC167		AC167	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227824.34	2270442.46	3.00

Name	M.	ID	Result. PWL			Lw / Li			Operating Time			Height		Coordinates		
			Day	Evening	Night	Type	Value	norm.	Day	Special	Night			X	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)
AC168		AC168	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227934.27	2270444.85	3.00
AC169		AC169	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227931.88	2270387.49	3.00
AC170		AC170	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227066.75	2270031.40	3.00
AC171		AC171	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227100.21	2269993.17	3.00
AC172		AC172	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227148.00	2269928.64	3.00
AC173		AC173	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227212.53	2269880.84	3.00
AC174		AC174	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227257.94	2269821.10	3.00
AC175		AC175	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227315.30	2269952.54	3.00
AC176		AC176	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227214.92	2269957.32	3.00
AC177		AC177	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227262.72	2269978.83	3.00
AC178		AC178	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227322.47	2270033.79	3.00
AC179		AC179	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227365.48	2269993.17	3.00
AC180		AC180	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227384.60	2270043.35	3.00
AC181		AC181	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227489.76	2270043.35	3.00
AC182		AC182	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227487.37	2269993.17	3.00
AC183		AC183	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227602.08	2269995.56	3.00
AC184		AC184	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227602.08	2270052.91	3.00
AC185		AC185	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227714.40	2270050.52	3.00
AC186		AC186	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227716.79	2269995.56	3.00
AC187		AC187	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227821.95	2270050.52	3.00
AC188		AC188	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227821.95	2269995.56	3.00
AC189		AC189	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227929.49	2270050.52	3.00
AC190		AC190	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227927.10	2269997.95	3.00
AC191		AC191	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6228161.31	2270009.90	3.00
AC192		AC192	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6228158.92	2269959.71	3.00
AC193		AC193	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6228166.09	2269735.06	3.00
AC194		AC194	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6228158.92	2269534.31	3.00
AC195		AC195	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6228149.36	2269307.27	3.00
AC196		AC196	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6228142.19	2269154.32	3.00
AC197		AC197	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227487.37	2269680.09	3.00
AC198		AC198	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227575.79	2269658.59	3.00
AC199		AC199	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227678.56	2269617.96	3.00
AC200		AC200	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227757.42	2269577.33	3.00
AC201		AC201	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227810.00	2269660.98	3.00
AC202		AC202	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227807.61	2269613.18	3.00
AC203		AC203	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227922.32	2269660.98	3.00
AC204		AC204	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227829.12	2269522.36	3.00
AC205		AC205	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227924.71	2269383.75	3.00
AC206		AC206	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227864.96	2269433.94	3.00
AC207		AC207	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227800.44	2269484.12	3.00
AC208		AC208	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227747.86	2269527.14	3.00
AC209		AC209	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227654.66	2269570.16	3.00
AC210		AC210	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227568.62	2269608.40	3.00
AC211		AC211	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227496.93	2269627.52	3.00
AC212		AC212	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227425.23	2269660.98	3.00
AC213		AC213	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6227382.21	2269692.04	3.00
AC214		AC214	76.0	76.0	76.0	Lw	76		675.00	0.00	270.00	3.00	a	6226172.94	2269727.89	3.00

Line Source(s)

Name	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Operating Time			Moving Pt. Src				Height
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	Number			Speed	
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	Day	Evening	Night	(mph)	(ft)

Name	ID	Height		Coordinates			
		Begin	End	x	y	z	Ground
		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)

Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL''			Lw / Li			Operating Time			Height
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	(ft)
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	

Name	ID	Height		Coordinates			
		Begin	End	x	y	z	Ground
		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)

Barrier(s)

Name	Sel.	M.	ID	Absorption		Z-Ext.	Cantilever		Height		Coordinates			
				left	right		horz.	vert.	Begin	End	x	y	z	Ground
						(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)

Building(s)

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates			
							Begin	x	y	z	Ground
							(ft)	(ft)	(ft)	(ft)	(ft)

Ground Absorption(s)

Name	Sel.	M.	ID	G	Coordinates	
					x	y
					(ft)	(ft)

Contour(s)

Name	Sel.	M.	ID	OnlyPts	Height		Coordinates		
					Begin	End	x	y	z
					(ft)	(ft)	(ft)	(ft)	(ft)

Vertical Area Source(s)

Name	ID	Height		Coordinates			
		Begin	End	x	y	z	Ground
		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)

Rail

Name	Sel.	M.	ID	Lw'		Train Class	Correct.	Vmax
				Day	Night		Track	
				(dBA)	(dBA)		(dB)	(km(mph)

Sound Level Spectra

Name	ID	Type	Oktave Spectrum (dB)											Source
			Weight.	31.5	63	125	250	500	1000	2000	4000	8000	A	lin	

Roads

Name	Sel.	M.	ID	Lme			Count Data		exact Count Data						Speed Limit		SCS	Surface		Gradient	Mult. Reflection		
				Day	Evening	Night	DTV	Str.class.	M			p (%)			Auto	Truck	Dist.	Dstro	Type		Drefl	Hbuild	Dist.
				(dBA)	(dBA)	(dBA)			Day	Evening	Night	Day	Evening	Night	(mph)	(mph)		(dB)		(%)	(dB)	(ft)	(ft)

RoadsGeo

Name	Height		Coordinates				Dist	LSlope
	Begin	End	x	y	z	Ground	(ft)	(%)
	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)		

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APPENDIX 11.1:

CONSTRUCTION NOISE CALCULATIONS

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14577 - Arroyo Vista

CadnaA Noise Prediction Model: 14577-02_Construction.cna
Date: 02.05.23
Analyst: B. Maddux

Calculation Configuration

Configuration	
Parameter	**Value**
General	
Max. Error (dB)	0.00
Max. Search Radius (#(Unit,LEN))	2000.01
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (#(Unit,LEN))	999.99
Min. Length of Section (#(Unit,LEN))	1.01
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	5.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rvcr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Incl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (#(Unit,TEMP))	10
rel. Humidity (%)	70
Ground Absorption G	0.50
Wind Speed for Dir. (#(Unit,SPEED))	3.0
Roads (TNM)	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height		Coordinates		
			Day	Night	CNEL	Day	Night	CNEL	Type	Auto	Noise Type			X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
R1		R1	52.8	49.4	56.6	0.0	0.0	0.0		x	Total	5.00	r	6227063.78	2270948.36	5.00
R2		R2	47.2	43.7	50.9	0.0	0.0	0.0		x	Total	5.00	r	6228371.46	2271009.86	5.00
R3		R3	51.0	43.9	52.2	0.0	0.0	0.0		x	Total	5.00	r	6228303.46	2269214.00	5.00
R4		R4	50.3	42.6	51.1	0.0	0.0	0.0		x	Total	5.00	r	6228115.94	2268158.46	5.00
R5		R5	51.5	46.0	53.7	0.0	0.0	0.0		x	Total	5.00	r	6226736.83	2268160.29	5.00

Point Source(s)

Name	M.	ID	Result. PWL			Lw / Li			Operating Time			Height		Coordinates		
			Day	Evening	Night	Type	Value	norm.	Day	Special	Night			X	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)

Line Source(s)

Name	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Operating Time			Moving Pt. Src				Height	
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	Number			Speed		
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	Day	Evening	Night	(mph)	(ft)	

Name	ID	Height		Coordinates			
		Begin	End	x	y	z	Ground
		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)

Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL''			Lw / Li			Operating Time			Height	
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	(ft)	
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)		
MainConstructionArea		CA1	115.6	15.6	15.6	58.0	-42.0	-42.0	PWL-Pt	115.6					0	a
RockCrushing		CA2	121.4	121.4	121.4	81.2	81.2	81.2	Lw	121.4					0.	a

Name	ID	Height				Coordinates			
		Begin		End		x	y	z	Ground
		(ft)		(ft)		(ft)	(ft)	(ft)	(ft)
MainConstructionArea	CA1	0.00	a			6225585.73	2270877.17	0.00	0.00
						6228248.13	2270869.58	0.00	0.00
						6228215.15	2268213.75	0.00	0.00
						6228217.50	2267840.19	0.00	0.00
						6228189.03	2267840.19	0.00	0.00
						6228189.01	2268237.65	0.00	0.00
						6226224.57	2268230.22	0.00	0.00
						6226238.26	2269556.02	0.00	0.00
						6225574.20	2269557.22	0.00	0.00
RockCrushing	CA2	0.00	a			6225697.03	2270386.64	0.00	0.00
						6225774.07	2270354.09	0.00	0.00
						6225890.17	2270346.49	0.00	0.00
						6225901.02	2270241.24	0.00	0.00
						6225737.17	2269863.64	0.00	0.00
						6225595.03	2269922.23	0.00	0.00
						6225589.60	2270056.78	0.00	0.00
						6225596.11	2270210.86	0.00	0.00
						6225663.39	2270369.28	0.00	0.00

Barrier(s)

Name	Sel.	M.	ID	Absorption		Z-Ext.	Cantilever		Height		Coordinates			
				left	right		horz.	vert.	Begin	End	x	y	z	Ground
						(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)

Building(s)

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates				
							Begin	x	y	z	Ground	
							(ft)	(ft)	(ft)	(ft)	(ft)	

Ground Absorption(s)

Name	Sel.	M.	ID	G	Coordinates	
					x	y
					(ft)	(ft)

Vertical Area Source(s)

Name	ID	Height		Coordinates			
		Begin	End	x	y	z	Ground
		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)

Rail

Name	Sel.	M.	ID	Lw'		Train Class	Correct.	Vmax
				Day	Night		Track	
				(dBA)	(dBA)		(dB)	(km(mph)

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APPENDIX 11.2:

ROCK CRUSHING NOISE CALCULATIONS

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14577 - Arroyo Vista

CadnaA Noise Prediction Model: 14577-02_Rockcrushing.cna
Date: 23.06.25
Analyst: B. Maddux

Calculation Configuration

Configuration	
Parameter	**Value**
General	
Max. Error (dB)	0.00
Max. Search Radius (ft)	6561.70
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (ft)	3280.80
Min. Length of Section (ft)	3.30
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	5.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	328.08
Search Radius Rcvr	328.08
Max. Distance Source - Rcvr	3280.84 3280.84
Min. Distance Rvcr - Reflector	3.28 3.28
Min. Distance Source - Reflector	0.33
Industrial (ISO 9613 (1996))	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Incl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (°F)	50
rel. Humidity (%)	70
Ground Absorption G	0.50
Wind Speed for Dir. (mph)	6.7
Roads (TNM)	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height		Coordinates		
			Day	Night	CNEL	Day	Night	CNEL	Type	Auto	Noise Type			X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
R1		R1	55.7	-44.3	52.7	0.0	0.0	0.0		x	Total	5.00	r	6227063.78	2270948.36	5.00
R2		R2	50.1	-49.9	47.1	0.0	0.0	0.0		x	Total	5.00	r	6228371.46	2271009.86	5.00
R3		R3	50.3	-49.7	47.3	0.0	0.0	0.0		x	Total	5.00	r	6228303.46	2269214.00	5.00
R4		R4	49.0	-51.0	46.0	0.0	0.0	0.0		x	Total	5.00	r	6228115.94	2268158.46	5.00
R5		R5	52.4	-47.6	49.4	0.0	0.0	0.0		x	Total	5.00	r	6226736.83	2268160.29	5.00

Point Source(s)

Name	M.	ID	Result. PWL			Lw / Li			Operating Time			Height		Coordinates		
			Day	Evening	Night	Type	Value	norm.	Day	Special	Night			X	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)

Line Source(s)

Name	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Operating Time			Moving Pt. Src				Height	
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	Number			Speed		
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	Day	Evening	Night	(mph)	(ft)	

Name	ID	Height		Coordinates			
		Begin	End	x	y	z	Ground
		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)

Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL''			Lw / Li			Operating Time			Height	
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	(ft)	
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)		
Rock Crushing		RockCrushing01	121.4	21.4	21.4	81.2	-18.8	-18.8	PWL-Pt	121.4					8	a

Name	ID	Height			Coordinates			
		Begin		End	x	y	z	Ground
		(ft)		(ft)	(ft)	(ft)	(ft)	(ft)
Rock Crushing	RockCrushing01	8.00	a		6225697.03	2270386.64	8.00	0.00
					6225774.07	2270354.09	8.00	0.00
					6225890.17	2270346.49	8.00	0.00
					6225901.02	2270241.24	8.00	0.00
					6225737.17	2269863.64	8.00	0.00
					6225595.03	2269922.23	8.00	0.00
					6225589.60	2270056.78	8.00	0.00
					6225596.11	2270210.86	8.00	0.00
					6225663.39	2270369.28	8.00	0.00

Barrier(s)

Name	Sel.	M.	ID	Absorption		Z-Ext.	Cantilever		Height		Coordinates			
				left	right		horz.	vert.	Begin	End	x	y	z	Ground
						(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)

Building(s)

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates				
							Begin	x	y	z	Ground	
							(ft)	(ft)	(ft)	(ft)	(ft)	

Ground Absorption(s)

Name	Sel.	M.	ID	G	Coordinates	
					x	y
					(ft)	(ft)

Contour(s)

Name	Sel.	M.	ID	OnlyPts	Height		Coordinates		
					Begin	End	x	y	z
					(ft)	(ft)	(ft)	(ft)	(ft)

Vertical Area Source(s)

Name	ID	Height		Coordinates			
		Begin	End	x	y	z	Ground
		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)

Rail

Name	Sel.	M.	ID	Lw'		Train Class	Correct.	Vmax
				Day	Night		Track	
				(dBA)	(dBA)		(dB)	(km(mph)

Sound Level Spectra

Name	ID	Type	Oktave Spectrum (dB)											Source
			Weight.	31.5	63	125	250	500	1000	2000	4000	8000	A	lin	

Roads

Name	Sel.	M.	ID	Lme			Count Data		exact Count Data						Speed Limit		SCS	Surface		Gradient	Mult. Reflection		
				Day	Evening	Night	DTV	Str.class.	M			p (%)			Auto	Truck	Dist.	Dstro	Type		Drefl	Hbuild	Dist.
				(dBA)	(dBA)	(dBA)			Day	Evening	Night	Day	Evening	Night	(mph)	(mph)		(dB)		(%)	(dB)	(ft)	(ft)

RoadsGeo

Name	Height		Coordinates				Dist	LSlope
	Begin	End	x	y	z	Ground	(ft)	(%)
	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)		

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APPENDIX 11.3:

BLASTING NOISE CALCULATIONS

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14577 - Arroyo Vista

CadnaA Noise Prediction Model: 14577-02_Blasting.cna
Date: 23.06.25
Analyst: B. Maddux

Calculation Configuration

Configuration	
Parameter	**Value**
General	
Max. Error (dB)	0.00
Max. Search Radius (ft)	6561.70
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (ft)	3280.80
Min. Length of Section (ft)	3.30
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	5.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	328.08
Search Radius Rcvr	328.08
Max. Distance Source - Rcvr	3280.84 3280.84
Min. Distance Rvcr - Reflector	3.28 3.28
Min. Distance Source - Reflector	0.33
Industrial (ISO 9613 (1996))	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Incl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (°F)	50
rel. Humidity (%)	70
Ground Absorption G	0.50
Wind Speed for Dir. (mph)	6.7
Roads (TNM)	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height		Coordinates		
			Day	Night	CNEL	Day	Night	CNEL	Type	Auto	Noise Type			X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
R1		R1	61.1	61.1	67.8	0.0	0.0	0.0		x	Total	5.00	r	6227063.78	2270948.36	5.00
R2		R2	57.1	57.1	63.8	0.0	0.0	0.0		x	Total	5.00	r	6228371.46	2271009.86	5.00
R3		R3	62.4	62.4	69.1	0.0	0.0	0.0		x	Total	5.00	r	6228303.46	2269214.00	5.00
R4		R4	70.2	70.2	76.9	0.0	0.0	0.0		x	Total	5.00	r	6228115.94	2268158.46	5.00
R5		R5	61.8	61.8	68.5	0.0	0.0	0.0		x	Total	5.00	r	6226736.83	2268160.29	5.00

Point Source(s)

Name	M.	ID	Result. PWL			Lw / Li			Operating Time			Height		Coordinates		
			Day	Evening	Night	Type	Value	norm.	Day	Special	Night			X	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)

Line Source(s)

Name	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Operating Time			Moving Pt. Src				Height	
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	Number			Speed		
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	Day	Evening	Night	(mph)	(ft)	

Name	ID	Height		Coordinates			
		Begin	End	x	y	z	Ground
		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)

Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL"			Lw / Li			Operating Time			Height	
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	(ft)	
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)		
Blasting1		Blasting1	125.7	125.7	125.7	85.7	85.7	85.7	Lw	125.7					1	a
Blasting2		Blasting2	125.6	125.6	125.6	83.0	83.0	83.0	Lw	125.6					0.	a
Blasting3		Blasting3	125.6	125.6	125.6	83.3	83.3	83.3	Lw	125.6					0.	a
Blasting4		Blasting4	125.6	125.6	125.6	85.9	85.9	85.9	Lw	125.6					0.	a

Name	ID	Height				Coordinates			
		Begin		End		x	y	z	Ground
		(ft)		(ft)		(ft)	(ft)	(ft)	(ft)
Blasting1	Blasting1	1.00	a			6227262.94	2270273.03	1.00	0.00
						6227364.94	2270151.50	1.00	0.00
						6227291.15	2269930.14	1.00	0.00
						6227226.05	2269880.23	1.00	0.00
						6227141.41	2269878.06	1.00	0.00
						6227045.93	2269895.42	1.00	0.00
						6226989.50	2270042.99	1.00	0.00
						6227011.20	2270138.48	1.00	0.00
						6227130.56	2270249.16	1.00	0.00
Blasting2	Blasting2	0.00	a			6226603.22	2269819.47	0.00	0.00
						6226640.11	2269802.11	0.00	0.00
						6226700.87	2269665.39	0.00	0.00
						6226650.96	2269489.61	0.00	0.00
						6226579.35	2269385.44	0.00	0.00
						6226505.56	2269346.38	0.00	0.00
						6226418.76	2269344.21	0.00	0.00
						6226334.12	2269376.76	0.00	0.00
						6226262.51	2269452.71	0.00	0.00
						6226177.87	2269580.75	0.00	0.00
						6226214.76	2269697.94	0.00	0.00
						6226260.34	2269799.94	0.00	0.00
						6226399.23	2269847.68	0.00	0.00
Blasting3	Blasting3	0.00	a			6227681.78	2268773.46	0.00	0.00
						6227566.76	2268740.91	0.00	0.00
						6227449.57	2268730.06	0.00	0.00
						6227323.70	2268740.91	0.00	0.00
						6227130.56	2268795.16	0.00	0.00
						6227026.40	2268847.25	0.00	0.00
						6227006.86	2268947.07	0.00	0.00
						6227084.99	2269079.45	0.00	0.00
						6227124.05	2269066.43	0.00	0.00
						6227197.84	2269088.13	0.00	0.00
						6227375.79	2269046.90	0.00	0.00
						6227445.23	2269064.26	0.00	0.00
						6227586.29	2269007.84	0.00	0.00
						6227670.93	2268875.46	0.00	0.00
Blasting4	Blasting4	0.00	a			6228046.36	2268241.78	0.00	0.00
						6227768.58	2268237.44	0.00	0.00
						6227696.97	2268269.99	0.00	0.00
						6227690.46	2268322.07	0.00	0.00
						6227696.97	2268460.96	0.00	0.00
						6227746.88	2268552.11	0.00	0.00
						6227794.62	2268567.30	0.00	0.00
						6227911.81	2268534.75	0.00	0.00
						6228044.19	2268467.47	0.00	0.00

Barrier(s)

Name	Sel.	M.	ID	Absorption		Z-Ext.	Cantilever		Height		Coordinates			
				left	right		horz.	vert.	Begin	End	x	y	z	Ground
						(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)

Building(s)

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	Coordinates				
							Begin	x	y	z	Ground	
							(ft)	(ft)	(ft)	(ft)	(ft)	

Ground Absorption(s)

Name	Sel.	M.	ID	G	Coordinates	
					x	y
					(ft)	(ft)

Contour(s)

Name	Sel.	M.	ID	OnlyPts	Height		Coordinates		
					Begin	End	x	y	z
					(ft)	(ft)	(ft)	(ft)	(ft)

Vertical Area Source(s)

Name	ID	Height		Coordinates			
		Begin	End	x	y	z	Ground
		(ft)	(ft)	(ft)	(ft)	(ft)	(ft)

Rail

Name	Sel.	M.	ID	Lw'		Train Class	Correct.	Vmax
				Day	Night		Track	
				(dBA)	(dBA)		(dB)	(km(mph)

Sound Level Spectra

Name	ID	Type	Oktave Spectrum (dB)											Source
			Weight.	31.5	63	125	250	500	1000	2000	4000	8000	A	lin	

Roads

Name	Sel.	M.	ID	Lme			Count Data		exact Count Data						Speed Limit		SCS	Surface		Gradient	Mult. Reflection		
				Day	Evening	Night	DTV	Str.class.	M			p (%)			Auto	Truck	Dist.	Dstro	Type		Drefl	Hbuild	Dist.
				(dBA)	(dBA)	(dBA)			Day	Evening	Night	Day	Evening	Night	(mph)	(mph)		(dB)		(%)	(dB)	(ft)	(ft)

RoadsGeo

Name	Height		Coordinates				Dist	LSlope
	Begin	End	x	y	z	Ground	(ft)	(%)
	(ft)	(ft)	(ft)	(ft)	(ft)	(ft)		

MEMORANDUM

URBAN | CROSSROADS

DATE: January 12, 2023
TO: Matt Maehara, TTLC Riverside Chicago, LLC
FROM: Alex So, Urban Crossroads, Inc.
JOB NO: 14577-01 VMT

ARROYO VISTA VEHICLE MILES TRAVELED (VMT) ANALYSIS

Urban Crossroads, Inc. is pleased to provide the following Vehicle Miles Traveled (VMT) Analysis for the Arroyo Vista (**Project**), which is located on the northwest corner of Chicago Avenue and Iris Avenue in the County of Riverside.

PROJECT OVERVIEW

It is our understanding that the proposed Project is 233 single family detached residential dwelling units. A preliminary site plan for the proposed Project is shown on Attachment A.

BACKGROUND

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020, consistent with Senate Bill 743 (SB 743). To comply with SB 743 the County of Riverside adopted their Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (December 2020) (**County Guidelines**) (1). The adopted County Guidelines have been utilized to prepare this VMT analysis.

PROJECT LEVEL SCREENING

County Guidelines states that a project may be determined to have a less than significant impact and screen from the need to prepare a project level VMT analysis if it meets one or more eligible screening criteria. The County's adopted VMT screening criteria are described in Table 1 along with a determination of each screening criteria's applicability to the Project.

TABLE 1: SCREENING FOR LAND USE PROJECTS EXEMPT FROM VMT CALCULATIONS

Screening Criteria	Description	Result
Small Projects Screening	Projects that generate fewer than 110 daily vehicle trips or projects that are below 3,000 Metric Tons of Carbon Dioxide Equivalent ($MTCO_2e$) per year.	Does not meet.
High Quality Transit Areas (HQTA) Screening	High quality transit provides a viable option for many to replace automobile trips with transit trips resulting in an overall reduction in VMT.	Does not meet.
Local Serving Retail	The introduction of new Local serving retail has been determined to reduce VMT by shortening trips that will occur.	Does not meet.
Affordable Housing	Lower-income residents make fewer trips on average, resulting in lower VMT overall.	Does not meet.
Local Essential Service	As with Local-Serving Retail, the introduction of new Local Essential Services shortens non-discretionary trips by putting those goods and services closer to residents, resulting in an overall reduction in VMT.	Does not meet.
Map-Based Screening	This method eliminates the need for complex analyses, by allowing existing VMT data to serve as a basis for the screening smaller developments. Note that screening is limited to residential and office projects.	Does not meet.
Redevelopment Project	Projects with lower VMT than existing on-site uses, can under limited circumstances, be presumed to have a non-significant impact. In the event this screening does not apply, projects should be analyzed as though there is no existing uses on site (project analysis cannot take credit for existing VMT).	Does not meet.

As the Project was not found to meet any of the applicable screening criteria, consistent with the County Guidelines a project level VMT analysis should be prepared.

VMT ANALYSIS

VMT MODELING

The County Guidelines identifies the Riverside Transportation Analysis Model (**RIVTAM**) as the appropriate tool for conducting VMT analysis for land development projects in the County of Riverside. RIVTAM is a useful tool to estimate VMT as it considers interaction between different land uses based on socio-economic data such as population, households, and employment. RIVTAM is a travel forecasting model that represents a sub-area (Riverside County) of the Southern California Association of Governments (SCAG) regional traffic model. RIVTAM was designed to provide a greater level of detail and sensitivity in the Riverside County area as compared to the regional SCAG model.

VMT METRIC AND SIGNIFICANCE THRESHOLD

County Guidelines state residential land uses should be evaluated based on the efficiency metric VMT per capita[1] and utilize an impact threshold of **existing countywide average VMT per capita.** In other words, the Project would result in a significant VMT impact if Project generated VMT per capita exceeds the existing countywide average VMT per capita. For the County of Riverside, the countywide average VMT per capita is noted in the County Guidelines as **15.2 VMT per capita**[2].

PROJECT LAND USE CONVERSION

To estimate Project generated VMT, land use information such as dwelling units must first be converted into a RIVTAM compatible dataset. The RIVTAM model utilizes socio-economic data (**SED**) (e.g., population and households) instead of land use information for the purposes of vehicle trip estimation. Table 2 summarizes the SED inputs used to reflect the proposed Project.

TABLE 2: PROJECT LAND USE DATA INPUTS

Land Use	Quantity	Conversion Factor	Estimated Population
Residential	233 DU	3.34 people per household[3]	778 population

Project SED information was then coded into a RIVTAM traffic analysis zone (TAZ) that would represent the Project. The RIVTAM model was then run inclusive of the Project's SED inputs.

PROJECT'S VMT CALCULATION AND COMPARISON TO IMPACT THRESHOLD

As stated previously, for residential land uses the efficiency metric VMT per capita is used to evaluate Project VMT. VMT per capita is derived by dividing Project generated home-based (HB) VMT by the Project's population. VMT is obtained from the RIVTAM model using the Production/Attraction (PA) method for calculating VMT, which sums all weekday VMT generated by trips with at least one trip end in the study area (i.e., Project's TAZ). Productions are land use types that generate trips (residences) and attractions are land use types that attract trips (employment). To calculate VMT productions and attractions are converted from person trips to vehicle trips and are then multiplied by the distance skims. Table 3 presents Project generated PA HB VMT from the RIVTAM model, along with the Project's population estimate and the resulting VMT per capita metric.

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[1] County Guidelines; Figure 4; Page 21
[2] County Guidelines; Figure 6; Page 22
[3] Population Density Factor was obtained from the County of Riverside General Plan Appendix E-2: Socioeconomic Build-Out Assumptions and Methodology (see Table E-2, Average Household Size by Area Plan, Page 2, Lake Matthews/Woodcrest Planning Area).

TABLE 3: PROJECT VMT PER CAPITA

	Project
HB VMT	16,210
Population	778
Project VMT per Capita	20.8
County Threshold	15.2
Percent Above Threshold	30.8%
Potentially Significant?	Yes

As shown in Table 3, Project generated VMT per capita exceeds the County's impact threshold by 30.8%.

VMT REDUCTION MEASURES

As noted by the County Guidelines, Transportation Demand Management (TDM) strategies have been evaluated for the purpose of reducing VMT impacts determined to be potentially significant through use of the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA, 2021) (**2021 Handbook**). For residential land use projects, the 2021 Handbook provides a list of Neighborhood Design measures that reduce VMT. However, the maximum achievable reduction for these measures as noted in the 2021 Handbook is limited to 10%[4]. Therefore, even with implementation of all feasible trip reduction measures listed below, the Project would be unable to reduce its VMT impact to below the impact threshold. The following design elements should be considered by the Project in an effort to reduce HB VMT to the extent feasible:

- Provide pedestrian and bicycle network improvements within the development connecting to existing off-site facilities.
- Collaborate with the Riverside Transit Authority (RTA) to determine the feasibility of providing new or re-route existing transit services to the site.
- Incorporate bicycle lanes, routes, and shared-use paths into street systems, new subdivisions, and large developments.

It is also recognized that as the Project area and surrounding communities develop as envisioned under the County of Riverside's General Plan, new residential, retail, and other development would be implemented. These actions could collectively alter transportation patterns, improve the region's jobs/housing ratio, reduce VMT, and support implementation of new or alternative TDM measures. There is no means currently, however, to quantify any VMT reductions that could result.

[4] 2021 Handbook, Page XX

CONCLUSION

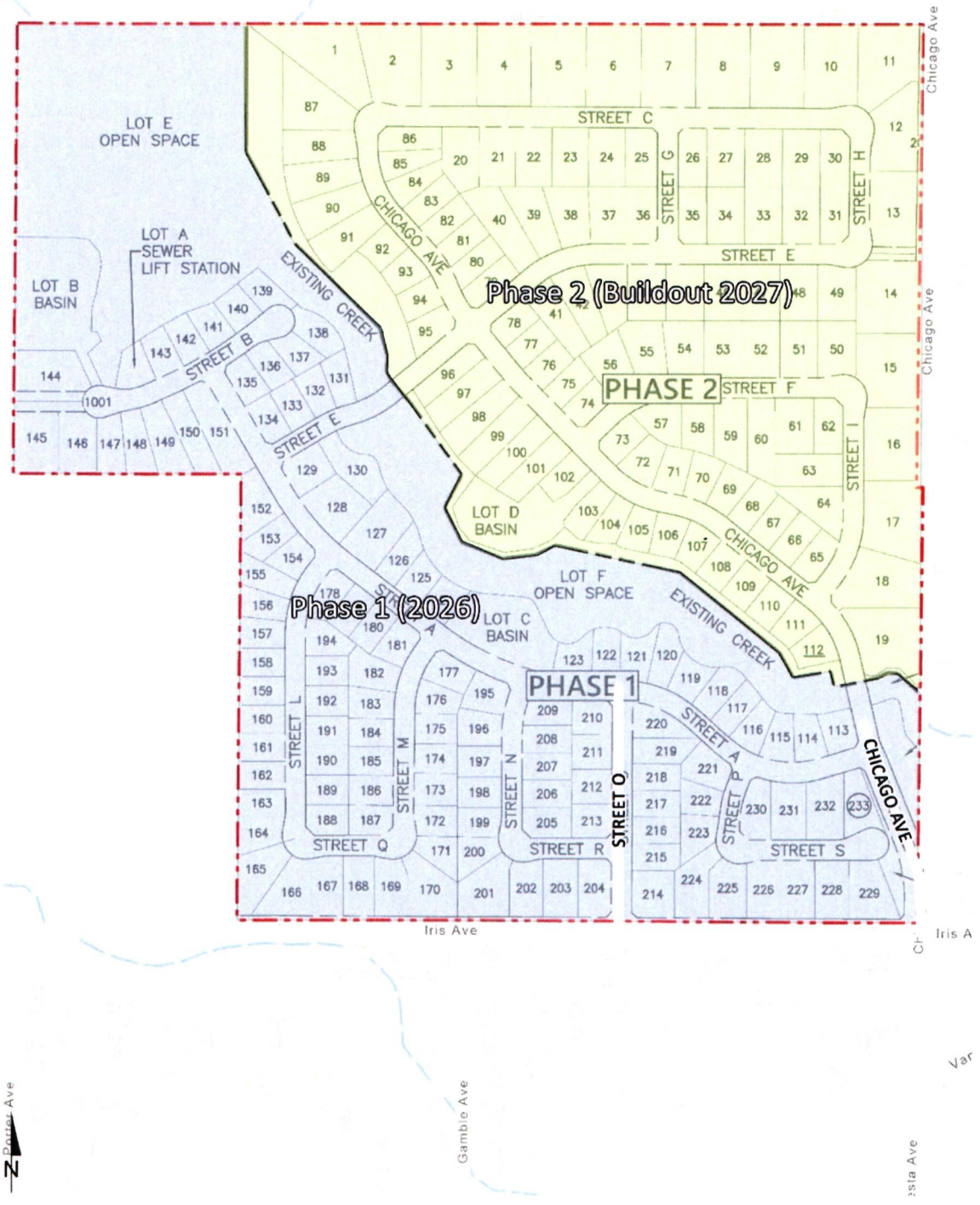
- The Project was evaluated against the County's applicable VMT screening criteria and did not screen from the need to prepare a project level VMT analysis.
- A VMT analysis was performed consistent with the County Guidelines. The analysis found that Project generated VMT per capita would exceed the County's impact threshold 30.8%.
- Potential trip reduction strategies to reduce Project generated VMT were considered using CAPCOA's 2021 Handbook. Based on an examination of feasible mitigation measures the Project is unable to fully mitigate its VMT impact to a level of less than significant and is therefore considered to be significant and unavoidable.

If you have any questions, please contact me directly at aso@urbanxroads.com.

REFERENCES

1. **County of Riverside.** *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled.* County of Riverside : s.n., December 2020.

ATTACHEMENT A
PRELIMINARY SITE PLAN


LOT E
OPEN SPACE
LOT A
SEWER
LIFT STATION
LOT B
BASIN
EXISTING CREEK
STREET B
STREET E
CHICAGO AVE
STREET C
STREET G
STREET H
STREET E
Phase 2 (Buildout 2027)
PHASE 2
STREET F
STREET I
LOT D
BASIN
LOT F
OPEN SPACE
EXISTING CREEK
Phase 1 (2026)
LOT C
BASIN
PHASE 1
STREET A
STREET L
STREET M
STREET N
STREET O
STREET P
STREET Q
STREET R
STREET S
CHICAGO AVE
Chicago Ave
Iris Ave
Gamble Ave
Potrero Ave

URBAN | CROSSROADS

ARROYO VISTA

TRAFFIC ANALYSIS

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Reference Number	Agency	Date
14577-04 TA Report	County of Riverside	April 27, 2023

TABLE OF CONTENTS

Table of Contents ii

Appendices iv

List of Exhibits v

List of Tables vi

List of Abbreviated Terms vii

1 Introduction 9

1.1 Summary of Findings 9
1.2 Project Overview 9
1.3 Analysis Scenarios 13
1.4 Study Area 14
1.5 Deficiencies 15
1.6 Recommendations 16
1.7 Queuing Analysis 18

2 Methodologies 21

2.1 Level of Service 21
2.2 Intersection Capacity Analysis 21
2.3 Traffic Signal Warrant Analysis Methodology 23
2.4 Minimum Acceptable Levels of Service (LOS) 24
2.5 Deficiency Criteria 25
2.6 Project Fair Share Calculation Methodology 26

3 Area Conditions 27

3.1 Existing Circulation Network 27
3.2 County of Riverside General Plan Circulation Element 27
3.3 Bicycle & Pedestrian Facilities 31
3.4 Transit Service 31
3.5 Existing (2022) Traffic Counts 31
3.6 Intersection Operations Analysis 35
3.7 Traffic Signal Warrants Analysis 35
3.8 Project Deficiencies and Recommended Improvements 37

4 Projected Future Traffic 39

4.1 Project Trip Generation 39
4.2 Project Trip Distribution 40
4.3 Modal Split 40
4.4 Project Trip Assignment 40
4.5 Background Traffic 40
4.6 Cumulative Development Traffic 44
4.7 Near-Term Traffic Conditions 44
4.8 Horizon Year Traffic Forecasts 49
5.1 Roadway Improvements 51
5.2 EAP (2026) Growth Traffic Volume Forecasts 51

5.3 EAP (2027) Traffic Volume Forecasts 51
5.4 Intersection Operations Analysis 51
5.5 Traffic Signal Warrants Analysis 54
5.6 Project Deficiencies and Recommended Improvements 54

6 EAPC (2027) Traffic Conditions 55

6.1 Roadway Improvements 55
6.2 Background Plus Project Plus Cumulative Projects Traffic Volume Forecasts 55
6.3 Intersection Operations Analysis 55
6.4 Traffic Signal Warrants Analysis 57
6.5 Project Deficiencies and Recommended Improvements 57

7 Horizon Year (2045) Traffic Conditions 59

7.1 Roadway Improvements 59
7.2 Horizon Year (2045) Traffic Volume Forecasts 59
7.3 Intersection Operations Analysis 59
7.4 Traffic Signal Warrants Analysis 63
7.5 Project Deficiencies and Recommended Improvements 63

8 Local and Regional Funding Mechanisms 66

8.1 County of Riverside Development Impact Fee (DIF) Program 66
8.2 Riverside County Transportation Uniform Mitigation Fee (TUMF) 66
8.3 Measure A 66
8.4 Fair Share Contribution 67

9 References 68

APPENDICES

Appendix 1.1: Approved Traffic Study Scoping Agreement

Appendix 1.2: Site Adjacent Queues

Appendix 3.1: Traffic Counts – May 2022

Appendix 3.2: Existing (2022) Conditions Intersection Operations Analysis Worksheets

Appendix 3.3: Existing (2022) Conditions Traffic Signal Warrant Analysis Worksheets

Appendix 4.1: Post Processing Worksheets

Appendix 5.1: EAP (2026) Conditions Intersection Operations Analysis Worksheets

Appendix 5.2: EAP (2027) Conditions Intersection Operations Analysis Worksheets

Appendix 5.3: EAP (2026) Conditions Traffic Signal Warrant Analysis Worksheets

Appendix 5.4: EAP (2027) Conditions Traffic Signal Warrant Analysis Worksheets

Appendix 6.1: EAPC (2027) Conditions Intersection Operations Analysis Worksheets

Appendix 6.2: EAPC (2027) Conditions Traffic Signal Warrant Analysis Worksheets

Appendix 6.3: EAPC (2027) Conditions Intersection Operations Analysis Worksheets With Improvements

Appendix 7.1: Horizon Year (2045) Without Project Conditions Intersection Operations Analysis Worksheets

Appendix 7.2: Horizon Year (2045) With Project Conditions Intersection Operations Analysis Worksheets

Appendix 7.3: Horizon Year (2045) Without Project Conditions Traffic Signal Warrant Analysis Worksheets

Appendix 7.4: Horizon Year (2045) With Project Conditions Traffic Signal Warrant Analysis Worksheets

Appendix 7.5: Horizon Year (2045) Without Project Conditions Intersection Operations Analysis Worksheets With Improvements

Appendix 7.6: Horizon Year (2045) With Project Conditions Intersection Operations Analysis Worksheets With Improvements

LIST OF EXHIBITS

Exhibit 1-1: Location Map 10
Exhibit 1-2: Preliminary Site Plan 11
Exhibit 1-3: Study Area 12
Exhibit 1-4: Site Access Recommendations 17
Exhibit 3-1: Existing Number of Through Lanes and Intersection Controls 28
Exhibit 3-2: Lake Mathews/Woodcrest Area Plan Circulation Element 29
Exhibit 3-3: County of Riverside General Plan Roadway Cross-Sections 30
Exhibit 3-4: Lake Mathews/Woodcrest Area Plan Bicycle Facilities 32
Exhibit 3-5: Existing Pedestrian Facilities 33
Exhibit 3-6: Existing Transit Routes 34
Exhibit 3-8: Existing (2022) Traffic Volumes 36
Exhibit 4-1: Project Trip Distribution 41
Exhibit 4-2: Project Only (Phase 1) Traffic volumes 42
Exhibit 4-3: Project Only (Project Buildout) Traffic volumes 43
Exhibit 4-4: Cumulative Development Location Map 45
Exhibit 4-5: Cumulative Only Traffic Volumes 46
Exhibit 5-1: EAP (2026) Traffic Volumes 52
Exhibit 5-2: EAP (2027) Traffic Volumes 53
Exhibit 6-1: EAPC (2027) Traffic Volumes 56
Exhibit 7-1: Horizon Year (2045) Without Project Traffic Volumes 60
Exhibit 7-2: Horizon Year (2045) With Project Traffic Volumes 61

LIST OF TABLES

Table 1-1: Intersection Analysis Locations 15
Table 1-2: Summary of LOS 15
Table 1-3: Summary of Improvements by Analysis Scenario 19
Table 1-4: Queuing Analysis for Horizon Year (2045) Conditions 20
Table 2-1: Signalized Intersection LOS Thresholds 22
Table 2-2: Unsignalized Intersection LOS Thresholds 23
Table 2-3: Traffic Signal Warrant Analysis Locations 24
Table 2-4: City of Riverisde Intersection Deficiency Criteria 26
Table 3-1: Intersection Analysis for Existing (2022) Conditions 35
Table 4-1: Trip Generation Summary 39
Table 4-2: Cumulative Development land use Summary (1 of 2) 47
Table 4-2: Cumulative Development land use Summary (2 of 2) 48
Table 5-1: Intersection Analysis for EAP (2026 & 2027) Conditions 54
Table 6-1: Intersection Analysis for EAPC (2027) Conditions 57
Table 6-2: EAPC (2027) Conditions Intersection Operations Analysis With Improvements 58
Table 7-1: Intersection Analysis for Horizon Year (2045) Conditions 63
Table 7-2: Horizon Year (2045) Conditions Intersection Operations Analysis With Improvements 64
Table 8-1: Project Fair Share Calculations 67

LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CA MUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CMP	Congestion Management Program
DIF	Development Impact Fee
EAP	Existing plus Ambient Growth plus Project
EAPC	Existing plus Ambient Growth plus Project plus Cumulative
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
NCHRP	National Cooperative Highway Research Program
PHF	Peak Hour Factor
Project	Arroyo Vista
RCTC	Riverside County Transportation Commission
RIVCOM	Riverside County Model
RTA	Riverside Transit Agency
TA	Traffic Analysis
TUMF	Transportation Uniform Mitigation Fee
v/c	Volume to Capacity
vphgpl	Vehicles per Hour Green per Lane
WRCOG	Western Riverside Council of Governments

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1 INTRODUCTION

This report presents the results of the Traffic Analysis (TA) for Arroyo Vista ("Project"), which is located on the northwest corner of Chicago Avenue and Iris Avenue in the Woodcrest area of unincorporated County of Riverside, as shown on Exhibit 1-1. The purpose of this TA is to evaluate the potential circulation system deficiencies that may result from the development of the proposed Project, and where necessary recommend improvements to achieve acceptable operations consistent with General Plan level of service goals and policies. This traffic study has been prepared in accordance with the County of Riverside's Traffic Impact Analysis Guidelines and consultation with County staff during the traffic study scoping process. (1) The County approved Project Traffic Study Scoping agreement is provided in Appendix 1.1 of this TA.

1.1 SUMMARY OF FINDINGS

The Project is to construct the following improvement as a design feature in conjunction with development of the site:

- Project to construct Iris Avenue along the Project's frontage at its ultimate half-section width as a Local Street (60-foot right-of-way) from Chicago Avenue to the Project's western boundary consistent with the County's standards.
- Project to construct Chicago Avenue along the Project's frontage at its ultimate half-section width as a Local Street (60-foot right-of-way) from the emergency vehicle access to Gentian Avenue, consistent with the County's standards.

Additional details and intersection lane geometrics are provided in Section 1.6 *Recommendations* of this report.

1.2 PROJECT OVERVIEW

A preliminary site plan for the proposed Project is shown on Exhibit 1-2. The Project is anticipated to be developed in two phases with an opening year of 2026 for Phase 1 and Project Buildout in 2027. Phase 1 is proposed to consist of 121 single family detached residential dwelling units. Project Buildout is proposed to consist of an additional 112 dwelling units, for a total of 233 single family detached residential dwelling units. As indicated on Exhibit 1-2, vehicular access will be provided via the following driveways:

- Street O on Iris Avenue: full access
- Chicago Avenue on Iris Avenue: full access

Regional access to the Project site is available from the SR-91 and I-215 Freeways via Van Buren Boulevard. Exhibit 1-3 depicts the location of the proposed Project in relation to the existing roadway network and the study area intersections.

EXHIBIT 1-1: LOCATION MAP

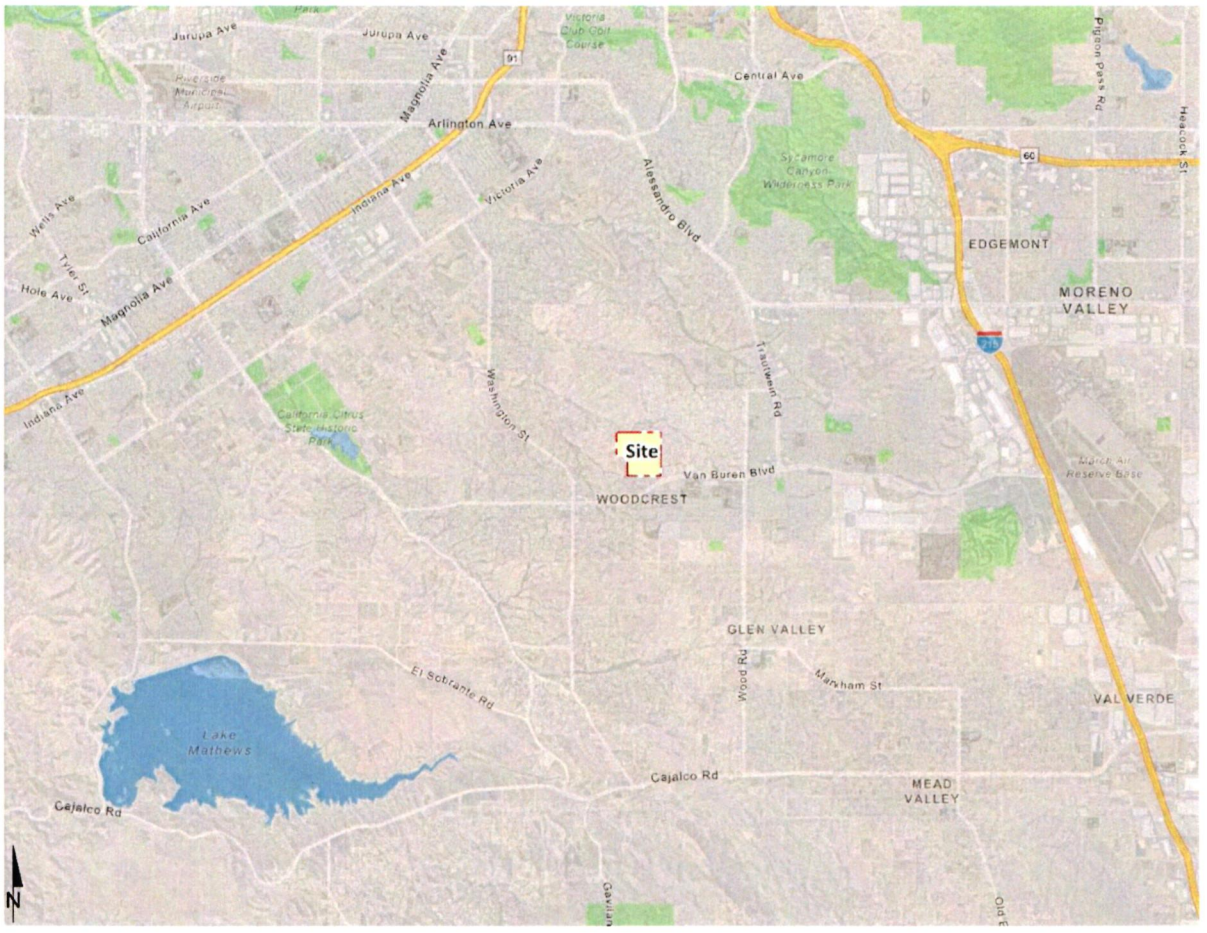


EXHIBIT 1-2: PRELIMINARY SITE PLAN

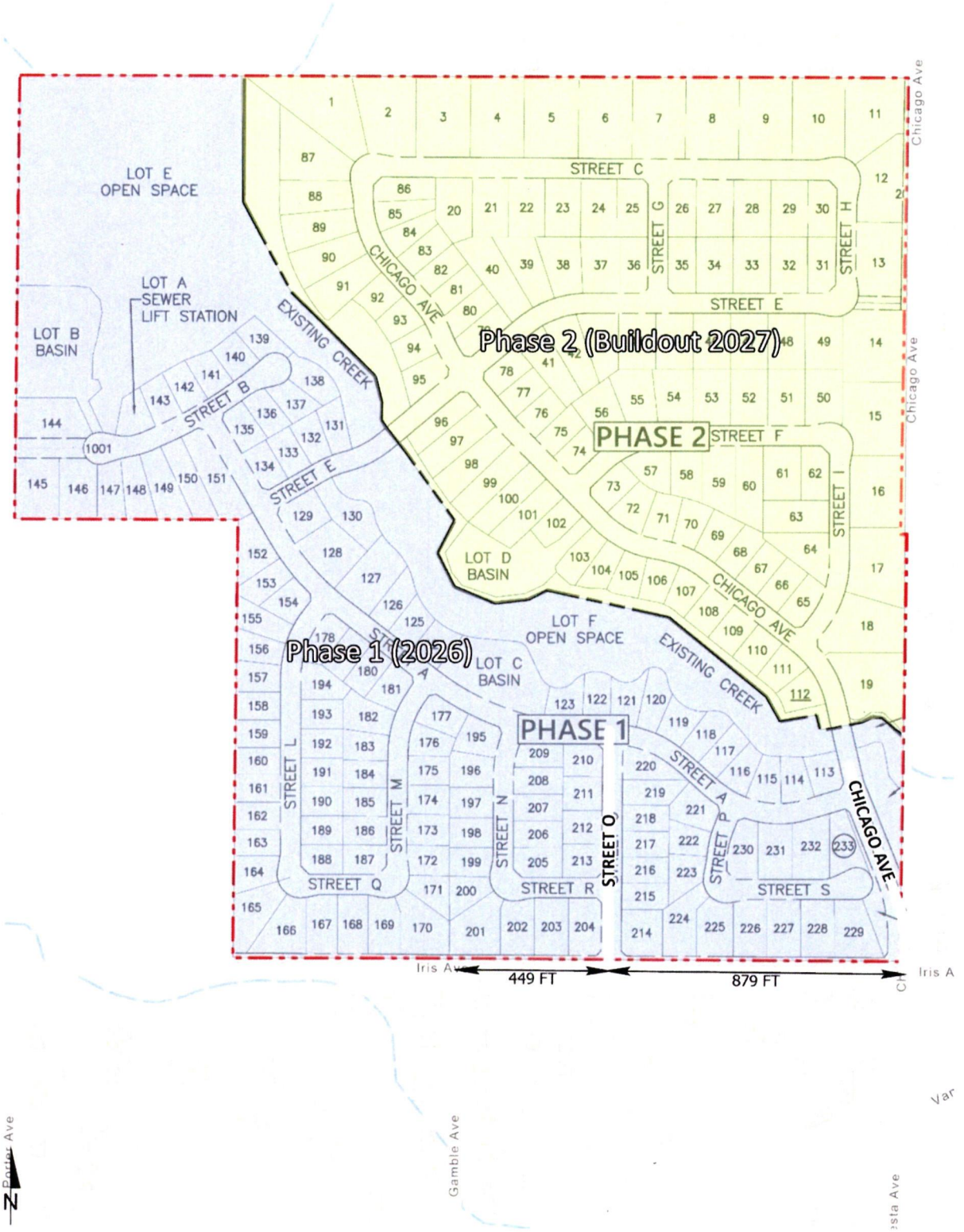


EXHIBIT 1-3: STUDY AREA



In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) for the Single Family Detached Residential (ITE Land Use Code 210) has been utilized. (2) The proposed Project is anticipated to be developed in the following phases:

- Phase 1 (2026): 121 single family residential dwelling units
- Project Buildout (2027): 112 single family residential dwelling units

With the development of Phase 1, the Project is anticipated to generate a total of 1,142 vehicle trip-ends per day with 85 AM peak hour trips and 114 PM peak hour trips. Under Project Buildout, the Project is anticipated to generate a total of 2,198 vehicle trip-ends per day with 163 AM peak hour trips and 219 PM peak hour trips. The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

1.3 ANALYSIS SCENARIOS

For the purposes of this traffic study, potential deficiencies to traffic and circulation have been assessed for each of the following conditions:

- Existing (2022) Conditions
- Existing plus Ambient Growth plus Project (EAP) (2026) Conditions – Phase 1
- EAP (2027) – Project Buildout
- Existing plus Ambient Growth plus Project plus Cumulative (EAPC) (2027) Conditions – Project Buildout
- Horizon Year (2045) Without Project
- Horizon Year (2045) With Project (Project Buildout)

1.3.1 EXISTING (2022) CONDITIONS

Information for Existing (2022) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared.

1.3.2 EAP (2026 & 2027) CONDITIONS

The EAP (2026) and EAP (2027) conditions analyses determines the potential circulation system deficiencies based on a comparison of the EAP traffic conditions to Existing conditions. The roadway network is similar to Existing conditions except for new connections to be constructed by the Project. To account for background traffic growth, an ambient growth factor from Existing (2022) conditions of 8.24% (2 percent per year, compounded over 4 years) is included for EAP (2026) traffic conditions and 10.41% (2 percent per year, compounded over 5 years) is included for EAP (2027) traffic conditions. The assumed ambient growth factor is based on the requirements per the County of Riverside traffic study guidelines. Consistent with Riverside County traffic study guidelines, the EAP analysis is intended to identify "Opening Year" deficiencies associated with the development of the proposed Project based on the expected background growth within the study area.

1.3.3 EAPC (2027) CONDITIONS

The EAPC (2027) traffic conditions analysis determines the potential near-term cumulative circulation system deficiencies. The roadway network is similar to Existing conditions except for new connections to be constructed by the Project. To account for background traffic growth, an ambient growth factor from Existing (2022) conditions of 10.41% (2 percent per year, compounded over 5 years) is included for EAPC (2027) traffic conditions.

Conservatively, this TA estimates the area ambient traffic growth and then adds traffic generated by other known or probable related projects. These related projects are at least in part already accounted for in the assumed ambient growth rates; and some of these related projects may not be implemented and operational within the 2027 Opening Year time frame assumed for the Project. The resulting traffic growth utilized in this traffic study (ambient growth factor plus traffic generated by related projects) would therefore tend to overstate rather than understate background cumulative traffic deficiencies under 2027 conditions.

1.3.4 HORIZON YEAR (2045) CONDITIONS

Traffic projections for Horizon Year (2045) conditions were derived from the County of Riverside refined version of the Riverside County Model (RIVCOM) using accepted procedures for model forecast refinement and smoothing. The Horizon Year conditions analysis has been utilized to determine if improvements funded through regional transportation mitigation fee programs, such as the Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) program, can accommodate the long-range cumulative traffic at the target Level of Service (LOS) identified in the County of Riverside (lead agency) General Plan. (3) Each of these regional transportation fee programs are discussed in more detail in Section 9 *Local and Regional Funding Mechanisms*.

1.4 STUDY AREA

To ensure that this TA satisfies the County of Riverside's traffic study requirements, Urban Crossroads, Inc. prepared a Project traffic study scoping package for review by County of Riverside staff prior to the preparation of this report. This agreement provides an outline of the Project study area, trip generation, trip distribution, and analysis methodology. The agreement approved by the County is included in Appendix 1.1 of this TA.

The 10 study area intersections shown on Exhibit 1-3 and listed in Table 1-1 were selected for evaluation in this TA based on consultation with County of Riverside staff. At a minimum, the study area includes intersections where the Project is anticipated to contribute 50 or more peak hour trips per the County's traffic study guidelines. (1) The "50 peak hour trip" criteria represents a minimum number of trips at which a typical intersection would have the potential to be substantively affected by a given development proposal. The 50 peak hour trip criterion is a traffic engineering rule of thumb that is accepted and widely used within Riverside County for estimating a potential area of influence (i.e., study area).

The intent of a Congestion Management Program (CMP) is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related deficiencies, and improve air quality. The County of Riverside CMP became effective with the passage of Proposition 111 in 1990 and updated most recently updated in 2011. The Riverside County Transportation Commission (RCTC) adopted the 2011 CMP for the County of Riverside in December 2011. (5) CMP intersections are identified in Table 1-1. There are no study area intersections identified as a Riverside County CMP facility.

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

#	Intersections	Jursidiction	CMP?
1	Van Buren Bl. & Victoria Av.	Riverside	No
2	Van Buren Bl. & Mockingbird Canyon Rd.	County of Riverside	No
3	Washington St. & Van Buren Bl.	County of Riverside	No
4	Gamble Av. & Iris Av.	County of Riverside	No
5	Gamble Av. & Van Buren Bl.	County of Riverside, Riverside	No
6	Street O & Iris Av.	County of Riverside	No
7	Chicago Av. & Iris Av.	County of Riverside	No
8	Chicago Av./Alta Cresta Av. & Van Buren Bl.	County of Riverside, Riverside	No
9	Wood Rd. & Van Buren Bl.	Riverside	No
10	Trautwein Rd./Cole Av. & Van Buren Bl.	Riverside	No

1.5 DEFICIENCIES

This section provides a summary of deficiencies by analysis scenario. Section 2 *Methodologies* provides information on the methodologies used in the analysis and Section 3 *Area Conditions*, Section 5 *EAP (2026 & 2027) Traffic Conditions*, Section 6 *EAPC (2027) Conditions*, and Section 7 *Horizon Year (2045) Traffic Conditions* includes the detailed analysis. A summary of LOS results for all analysis scenarios is presented in Table 1-2.

TABLE 1-2: SUMMARY OF LOS

		Existing		EAP (2026)		EAP (2027)		2027 Without Project		2045 Without Project		2045 With Project	
#	Intersection	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Van Buren Bl. & Victoria Av.	A	A	A	A	A	A	A	A	A	F	A	F
2	Van Buren Bl. & Mockingbird Canyon Rd.	A	A	A	A	A	A	A	A	A	A	A	A
3	Washington St. & Van Buren Bl.	A	A	A	A	A	A	E	E	F	F	F	F
4	Gamble Av. & Iris Av.	A	A	A	A	A	A	A	A	A	A	A	A
5	Gamble Av. & Van Buren Bl.	A	A	A	A	A	A	A	A	A	A	A	A
6	Street O & Iris Av.	N/A	N/A	A	A	A	A	A	A	N/A	N/A	A	A
7	Chicago Av. & Iris Av.	A	A	A	A	A	A	A	A	A	A	A	A
8	Chicago Av./Alta Cresta Av. & Van Buren Bl.	A	A	A	A	A	A	A	A	A	A	A	A
9	Wood Rd. & Van Buren Bl.	A	A	A	A	A	A	F	F	F	F	F	F
10	Trautwein Rd./Cole Av. & Van Buren Bl.	A	A	A	A	A	A	F	E	F	F	F	F

A = A - D E = E F = F

1.5.1 EXISTING (2022) CONDITIONS

The study area intersections are currently operating at an acceptable LOS during the peak hours.

1.5.2 EAP (2026 & 2027) CONDITIONS

The study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours with the addition of Project (Phase 1) and Project (Project Buildout) traffic under both EAP (2026) and EAP (2027) traffic conditions.

1.5.3 EAPC (2027) CONDITIONS

The following study area intersections are anticipated to operate at an unacceptable LOS under EAP (2027) traffic conditions:

- Washington Street & Van Buren Boulevard (#3) – LOS E AM and PM peak hours
- Wood Road & Van Buren Boulevard (#9) – LOS F AM and PM peak hours
- Trautwein Road/Cole Avenue. & Van Buren Boulevard (#9) – LOS F AM peak hour; LOS E PM peak hour

1.5.4 HORIZON YEAR (2045) CONDITIONS

The following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2045) Without Project and With Project traffic conditions:

- Van Buren Boulevard & Victoria Avenue (#1) – LOS F PM peak hour only
- Washington Street & Van Buren Boulevard (#3) – LOS F AM and PM peak hours
- Wood Road & Van Buren Boulevard (#9) – LOS F AM and PM peak hours
- Trautwein Road/Cole Avenue & Van Buren Boulevard (#10) – LOS F AM and PM peak hours

1.6 RECOMMENDATIONS

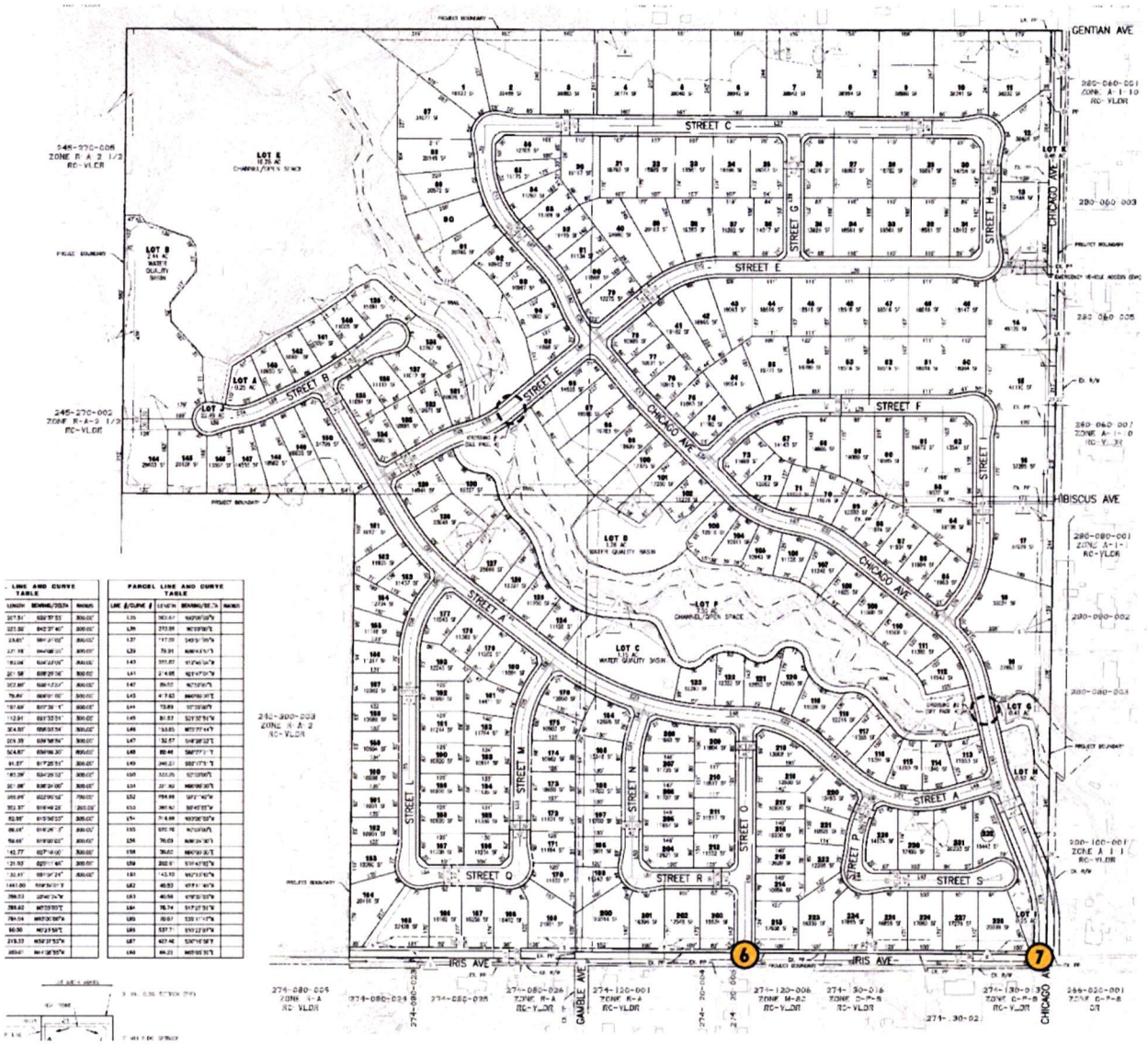
1.6.1 SITE ADJACENT AND SITE ACCESS RECOMMENDATIONS

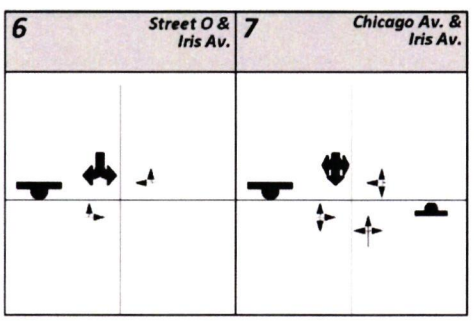
The following recommendations are based on the minimum improvements needed to accommodate site access and maintain acceptable peak hour operations for the proposed Project. The site adjacent recommendations are shown on Exhibit 1-4.

Recommendation 1 – Street O & Iris Avenue (#6) – The following improvements are necessary to accommodate site access:

- Project to install a stop sign on the southbound approach (Project driveway).
- Project to construct a southbound shared left-right turn lane.

EXHIBIT 1-4: SITE ACCESS RECOMMENDATIONS





6 = Intersection Analysis Location

= Existing Stop Sign

= Stop Sign Improvement

= Existing Lane

= Lane Improvement

Recommendation 2 – Chicago Avenue & Iris Avenue (#7) – The following improvements are necessary to accommodate site access:

- Project to install a stop sign on the southbound approach (Project driveway).
- Project to construct a southbound shared left-through-right turn lane.

Recommendation 3 – Iris Avenue is an east-west oriented roadway located on the Project's southern boundary. Project to construct Iris Avenue along the Project's frontage at its ultimate half-section width as a Local Street (60-foot right-of-way) from Chicago Avenue to the Project's western boundary consistent with the County's standards.

Recommendation 4 – Chicago Avenue is a north-south oriented roadway located on the Project's eastern boundary. Project to construct Chicago Avenue along the Project's frontage at its ultimate half-section width as a Local Street (60-foot right-of-way) from the emergency vehicle access to Gentian Avenue, consistent with the County's standards.

On-site traffic signing and striping should be implemented agreeable with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site.

Sight distance at each project access point should be reviewed with respect to standard California Department of Transportation (Caltrans) and County of Riverside sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

1.6.2 OFF-SITE RECOMMENDATIONS

A summary of the off-site intersection improvements is provided in Table 1-3. As shown in Table 1-3, the Project will construct the improvements identified, as discussed in Section 1.6.1 *Site Adjacent and Site Access* Recommendations. Improvements that appear under EAP traffic conditions would be the Project's responsibility to construct to maintain acceptable LOS, if not also required to address Existing deficiencies.

For those improvements listed in Table 1-3 and not constructed as part of the Project, the Project Applicant's responsibility for the Project's contributions towards deficient intersections is fulfilled through payment of fair share or fees (applicable pre-existing fee programs) that would be assigned to construction of the identified recommended improvements. The Project Applicant would be required to pay fair share and fees consistent with the County's requirements (see Section 9 *Local and Regional Funding Mechanisms*).

1.7 QUEUING ANALYSIS

A queuing analysis was conducted for Gamble Avenue & Iris Avenue (#4) and the Project driveways for Horizon Year (2045) With Project traffic conditions to determine the lengths necessary to accommodate near-term 95th percentile queues. The site adjacent intersections are anticipated to operate without queueing issues, as shown in Table 1-4. The site adjacent queuing analysis worksheets are provided in Appendix 1.2.

TABLE 1-3: SUMMARY OF IMPROVEMENTS BY ANALYSIS SCENARIO

#	Intersection Location	Jurisdiction	EAP (2026)	EAP (2027)	EAPC (2027)	2045 Without Project	2045 With Project	Improvements in County TUMF/DIF? [1,2]	Project Responsibility	Project Fair Share %
3	Washington St. & Van Buren Bl.	County of Riverside	None	None	Add EB 3rd through lane	Same	Same	Yes (TUMF)	Fees	4.7%
					Add WB 3rd through lane	Same	Same	Yes (TUMF)	Fees	
						Add 2nd EB left turn lane	Same	No	Fair Share	
						Add EB right turn lane	Same	No	Fair Share	
						Add 2nd WB left turn lane	Same	No	Fair Share	
						Modify the traffic signal to implement overlap phasing for the WB right turn lane	Same	No	Fair Share	
9	Wood Rd. & Van Buren Bl.	Riverside	None	None	Add EB 3rd through lane	Same	Same	Yes (TUMF)	Fees	–
					Add WB 3rd through lane	Same	Same	Yes (TUMF)	Fees	
10	Trautwein Rd./Cole Av. & Van Buren Bl.	Riverside	None	None	Add EB 3rd through lane	Same	Same	No	Fair Share	4.3%

[1] Improvements included in regional/County fee programs have been identified as such.

[2] Program improvements constructed by project may be eligible for fee credit, at discretion of City. See Table 8-1 for fair share calculations.

TABLE 1-4: QUEUING ANALYSIS FOR HORIZON YEAR (2045) CONDITIONS

#	Intersection	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet)		Acceptable? [1]	
				AM Peak Hour	PM Peak Hour	AM	PM
4	Gamble Av. & Iris Av.	WBL	449	0	0	Yes	Yes
6	Street O & Iris Av.	EBL	449	7	10	Yes	Yes
7	Chicago Av. & Iris Av.	NBL/T/R	335	46	57	Yes	Yes

[1] Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking which is assumed to be provided in the transition for turn pockets is reflected in the stacking distance shown in this table, where applicable.

2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are consistent with County of Riverside's Traffic Study Guidelines.

2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors, such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The 6th Edition Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (4) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

The County of Riverside requires signalized intersection operations analysis based on the methodology described in the HCM. (4) Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 2-1.

TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0[1]
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F

Source: HCM, 6th Edition

[1] If V/C is greater than 1.0 then LOS is F per HCM.

Consistent with the Riverside County CMP, a saturation flow rate of 1900 vehicles per hour green per lane (vphgpl) has been utilized for all intersections for all scenarios.

The traffic modeling and signal timing optimization software package Synchro (Version 11) has been utilized to analyze signalized intersections. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Customary practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g., PHF = [Hourly Volume] / [4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per the HCM, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak

hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (4)

2.2.2 UNSIGNALIZED INTERSECTIONS

The County of Riverside requires the operations of unsignalized intersections be evaluated using the methodology described in the HCM. (4) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2). At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. Delay for the intersection is reported for the worst individual movement at a two-way stop-controlled intersection. For all-way stop controlled intersections, LOS is computed for the intersection as a whole (average delay).

TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0[1]
Little or no delays.	0 to 10.00	A
Short traffic delays.	10.01 to 15.00	B
Average traffic delays.	15.01 to 25.00	C
Long traffic delays.	25.01 to 35.00	D
Very long traffic delays.	35.01 to 50.00	E
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F

Source: HCM, 6th Edition

[1] If V/C is greater than 1.0 then LOS is F per HCM.

2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or determine the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD). (5)

The signal warrant criteria for Existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (5) Specifically, this TA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions and for all future analysis scenarios for existing unsignalized intersections. Warrant 3 is appropriate to use for this TA because it provides specialized warrant criteria for intersections with rural characteristics. For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection. Urban warrants have been used as posted speed limits on the major roadways with unsignalized intersections are 40 miles per hour or below and rural warrants have been used where speeds exceed 40 miles per hour.

Future intersections that do not currently exist have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets. Similarly, the speed limit has been used as the basis for determining the use of Urban and Rural warrants. Traffic signal warrant analyses were performed for the following study area intersection shown in Table 2-3:

TABLE 2-3: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS

#	Intersections	Jursidiction
4	Gamble Av. & Iris Av.	County of Riverside
6	Street O & Iris Av.	County of Riverside
7	Chicago Av. & Iris Av.	County of Riverside

The Existing conditions traffic signal warrant analysis is presented in the subsequent section, Section 3 *Area Conditions* of this report. The traffic signal warrant analyses for future conditions are presented in Section 5 *EAP (2026 & 2027) Traffic Conditions*, Section 6 *EAPC (2027) Traffic Conditions*, and Section 7 *Horizon Year (2045) Traffic Conditions* of this report. It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.4 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)

Minimum Acceptable LOS and associated definitions of intersection deficiencies has been obtained from each of the applicable surrounding jurisdictions.

2.4.1 COUNTY OF RIVERSIDE

The definition of an intersection deficiency has been obtained from the County of Riverside General Plan. Riverside County General Plan Policy C 2.1 states that the County will maintain the following County-wide target LOS:

The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan which are currently County maintained, or are intended to be accepted into the County maintained roadway system:

- *LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well as those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*
- *LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*

- *LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.*

The applicable minimum LOS utilized for the purposes of this analysis is LOS D per the County-wide target LOS for projects located within the Woodcrest area plan. (1)

2.4.2 CITY OF RIVERSIDE

The City of Riverside General Plan states the City will strive to maintain LOS D or better on arterial streets wherever possible. At some key locations, such as City arterial roadways, which are used as freeway bypass by regional through traffic and at heavily traveled freeway intersections, LOS E may be acceptable as determined on a case-by-case basis. Locations that may warrant the LOS E standard include portions of Arlington Avenue/Alessandro Boulevard, Van Buren Boulevard throughout the City, portions of La Sierra Avenue, and selected freeway interchanges. A higher standard, such as LOS C or better, may be adopted for Local and Collector streets in residential areas. The City recognizes that along key freeway feeder segments during peak commute hours, LOS F may be expected due to regional travel patterns.

At the City's request, the analysis for all study area intersections and roadway segments that lie within the City of Riverside will be evaluated based on the guidelines outlined in the City's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (July 2020). As such, the minimum LOS utilized for the purposes of this analysis is LOS D for intersections located partially or wholly within the City of Riverside.

2.5 DEFICIENCY CRITERIA

2.5.1 COUNTY OF RIVERSIDE

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies. The following deficiency criteria has been utilized for the County of Riverside. To determine whether the addition of project-related traffic at a study intersection would result in a deficiency, the following will be utilized:

- A deficiency occurs at study area intersections if the pre-Project condition is at or better than LOS D (i.e., acceptable LOS), and the addition of project trips causes the peak hour LOS of the study area intersection to operate at unacceptable LOS (i.e., LOS E or F). Per the County of Riverside traffic study guidelines, for intersections currently operating at unacceptable LOS (LOS E or F), a deficiency will occur if the Project contributes peak hour trips to pre-project traffic conditions.

2.5.2 CITY OF RIVERSIDE

To determine whether the addition of Project traffic at a study intersection would result in a project-specific traffic deficiency, the following will be utilized:

- When the pre-Project condition is at or better than LOS D (i.e., acceptable LOS), and project-generated traffic, as measured by 50 or more peak hour trips, causes deterioration below LOS D (i.e., unacceptable LOS) or increases to the peak hour delay as defined in Table 2-4, a deficiency is deemed to occur.

TABLE 2-4: CITY OF RIVERISDE INTERSECTION DEFICIENCY CRITERIA

Pre-Project LOS	Project-Related Delay Increase	Recommended Improvements
A/B	10.0 Seconds or More	Achieve Pre-project delay or better
C	8.0 Seconds or More	Achieve Pre-project delay or better
D	5.0 Seconds or More	Achieve Pre-project delay or better
E	2.0 Seconds or More	Achieve Pre-project delay or better
F	1.0 Second or More	Achieve Pre-project delay or better

2.6 PROJECT FAIR SHARE CALCULATION METHODOLOGY

Improvements found to be included in the WRCOG TUMF and/or Development Impact Fee (DIF) programs will be identified as such. For improvements that do not appear to be in either of the pre-existing fee programs, a fair share contribution based on the Project's proportional share may be imposed in order to address the Project's share of deficiencies in lieu of construction. It should be noted that fair share calculations are for informational purposes only and the County Traffic Engineer will determine the appropriate improvements to be implemented by a project (to be identified in the conditions of approval). The Project's fair share cost of improvements would be determined based on the following equation, which is the ratio of Project traffic to new traffic, where new traffic is total future traffic less existing baseline traffic:

Project Fair Share % = Project (Buildout) Traffic / (Horizon Year (2045) Total Traffic – Existing (2022) Traffic)

3 AREA CONDITIONS

This section provides a summary of the existing circulation network, the County of Riverside General Plan Circulation Network, and a review of existing peak hour intersection operations and traffic signal warrant analyses.

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the agreement with County of Riverside staff (Appendix 1.1), the study area includes a total of 10 existing and future intersections as shown previously on Exhibit 1-3. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 COUNTY OF RIVERSIDE GENERAL PLAN CIRCULATION ELEMENT

Exhibit 3-2 shows the County of Riverside Lake Mathews/Woodcrest Area Plan Circulation Element and Exhibit 3-3 illustrates the County of Riverside General Plan roadway cross-sections.

Urban Arterials are six-lane divided roadways (typically divided by a raised median or painted two-way turn-lane) with a 152-foot right-of-way and a 110-foot curb-to-curb measurement. These roadways serve both regional through-traffic and inter-city traffic and typically direct traffic onto and off-of the freeways. The following study area roadway within the County of Riverside is classified as an Urban Arterial:

- Van Buren Boulevard

Arterials are four-lane roadways and may include a painted median. These roadways typically have a 128-foot right-of-way and an 82-to-86-foot curb-to-curb measurement. These roadways typically direct traffic through major development areas and a lesser capacity than Urban Arterials. The following study area roadway within the County of Riverside is classified as an Arterial:

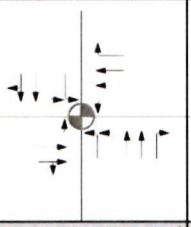
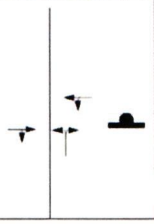
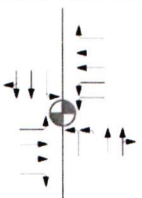
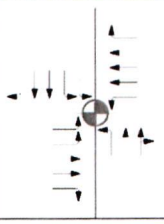
- Washington Street, north of Van Buren Boulevard

Major Roadways are four-lane roadways and may include a painted median. These roadways typically have a 118-foot right-of-way and a 76-foot curb-to-curb measurement. These roadways typically direct traffic through major development areas. The following study area roadways within the County of Riverside are classified as a Major Roadway:

- Washington Street, south of Van Buren Boulevard

EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



1 Van Buren Bl. & Victoria Av.	2 Van Buren Bl. & Mockingbird Canyon Rd.	3 Washington St. & Van Buren Bl.	4 Gamble Av. & Iris Av.	5 Ganble Av. & Van Buren Bl.
				
6 Street O & Iris Av.	**7 Chicago Av. & Iris Av.**	**8 Chicago Av./ Alta Cresta Av. & Van Buren Bl.**	**9 Wood Rd. & Van Buren Bl.**	**10 Trautwein Rd./ Cole Av. & Van Buren Bl.**
Future Intersection				

4 = Number of Lanes
D = Divided
U = Undivided
45 = Speed Limit (MPH)
= Traffic Signal
= Stop Sign
= Existing Lane

EXHIBIT 3-2: LAKE MATHEWS/WOODCREST AREA PLAN CIRCULATION ELEMENT

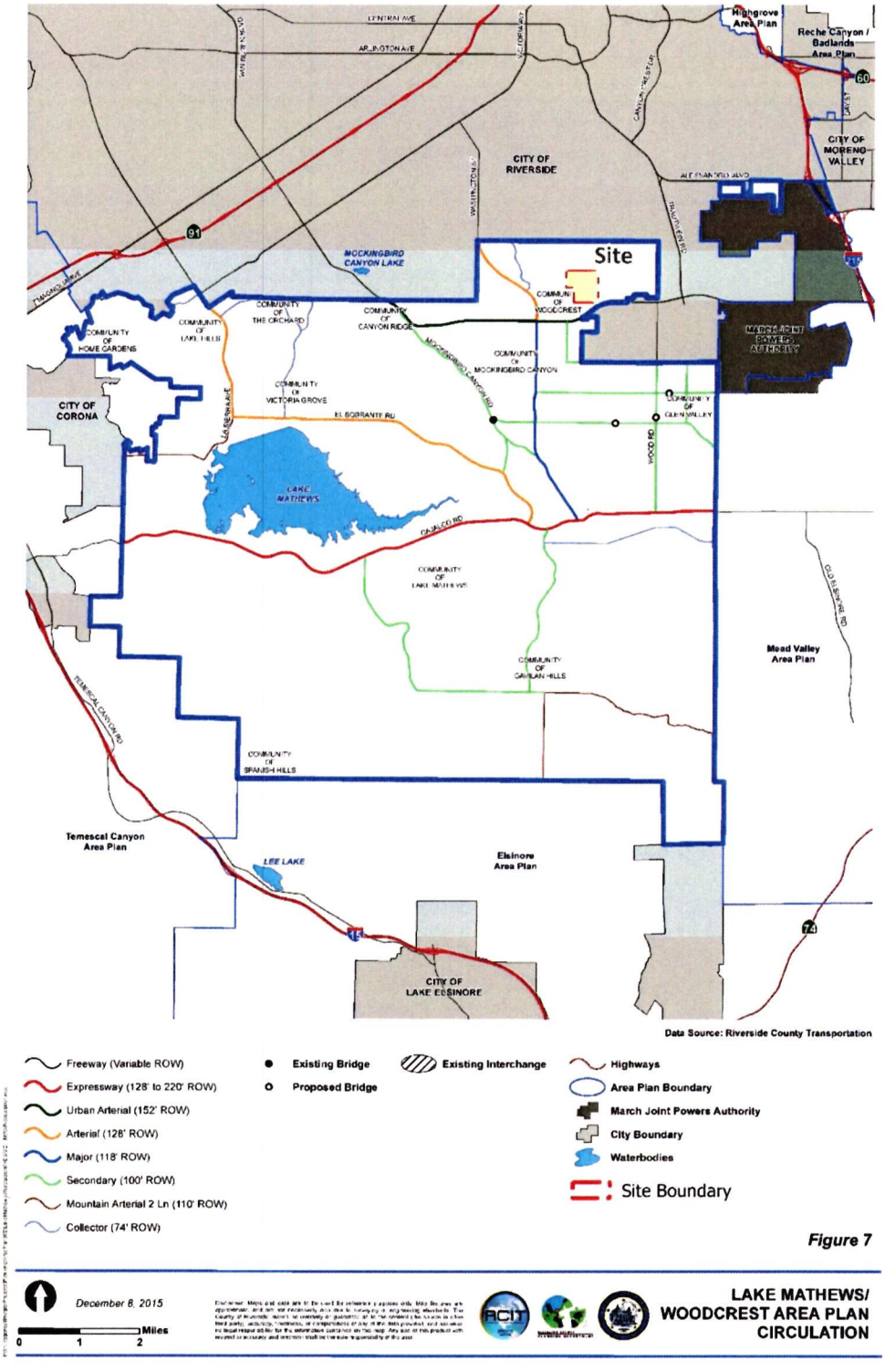
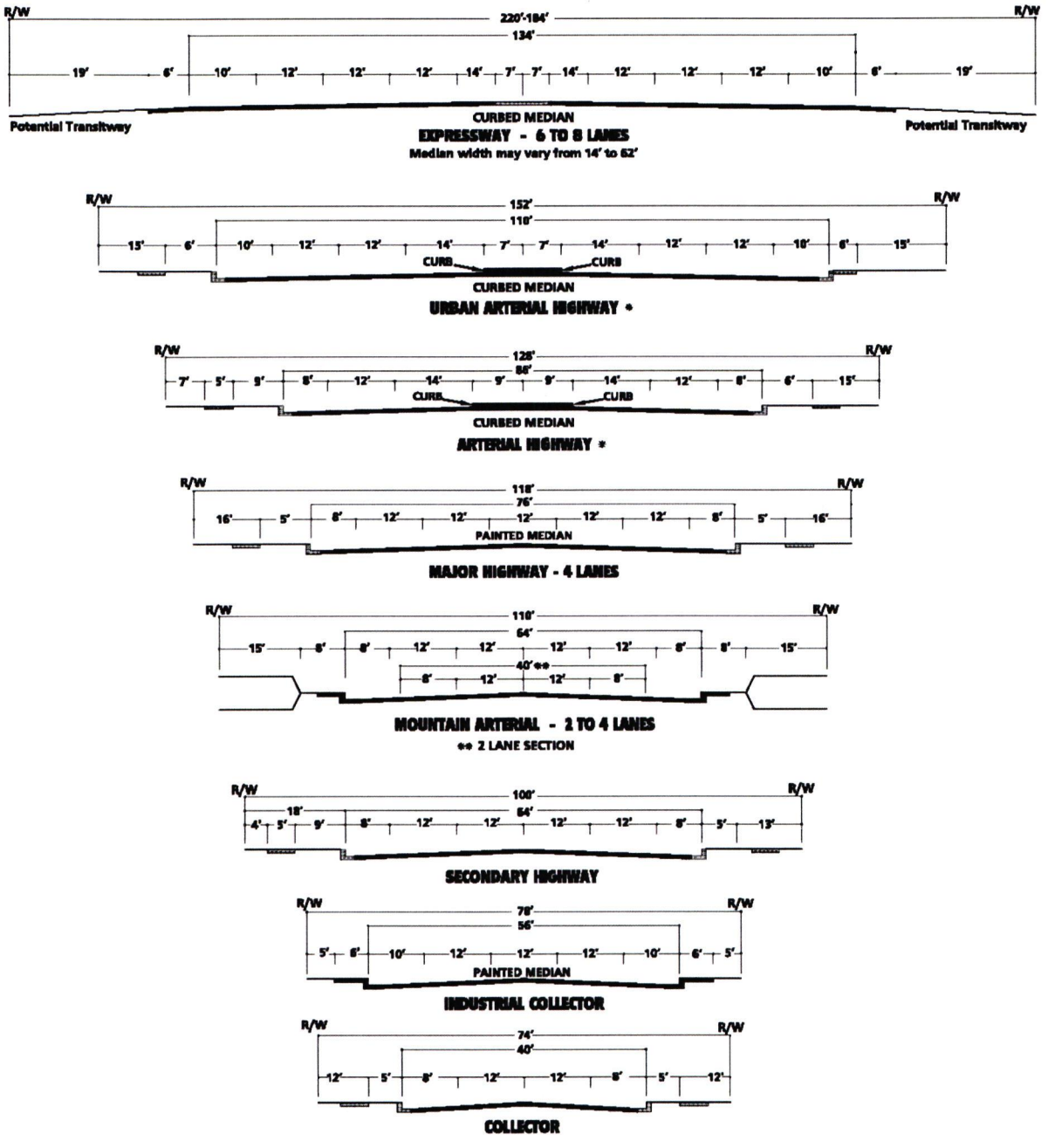


Figure 7

EXHIBIT 3-3: COUNTY OF RIVERSIDE GENERAL PLAN ROADWAY CROSS-SECTIONS



* IMPROVEMENTS MAY BE RECONFIGURED TO ACCOMMODATE EXCLUSIVE TRANSIT LANES OR ALTERNATIVE LANE ARRANGEMENTS ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AT INTERSECTIONS TO ACCOMMODATE ULTIMATE IMPROVEMENTS FOR STATE HIGHWAYS SHALL CONFORM TO CALTRANS DESIGN STANDARDS.

NOT TO SCALE

SOURCE: COUNTY OF RIVERSIDE
July 7, 2020

3.3 BICYCLE & PEDESTRIAN FACILITIES

Exhibit 3-4 illustrates the Lake Mathews/Woodcrest Area Plan bicycle facilities. Existing pedestrian facilities within the study area are shown on Exhibit 3-5. As shown on Exhibit 3-5, there are limited pedestrian facilities in the vicinity of the Project site. Field observations and traffic counts conducted in May 2022 indicate light pedestrian and bicycle activity within the study area.

3.4 TRANSIT SERVICE

The study area within the County of Riverside is currently served by Riverside Transit Agency (RTA), a public transit agency serving various jurisdictions within Riverside County. Existing transit routes in the vicinity of the study area are illustrated on Exhibit 3-6. As shown, the existing RTA Route 27 runs along Van Buren Boulevard to the south of the Project. There is an existing bus stop on Van Buren Boulevard near Gamble Avenue. Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. As such, it is recommended that the Project Applicant work in conjunction with RTA to potentially extend the existing routes to accommodate bus service to the site.

3.5 EXISTING (2022) TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in May 2022. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The 2022 weekday AM and weekday PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. As such, no additional adjustments were made to the traffic counts to establish the baseline condition. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1.

Existing weekday ADT volumes are shown on Exhibit 3-8. Where actual 24-hour tube count data was not available, Existing ADT volumes were based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

Weekday PM Peak Hour (Approach Volume + Exit Volume) x 11.81 = Leg Volume

EXHIBIT 3-4: LAKE MATHEWS/WOODCREST AREA PLAN BICYCLE FACILITIES

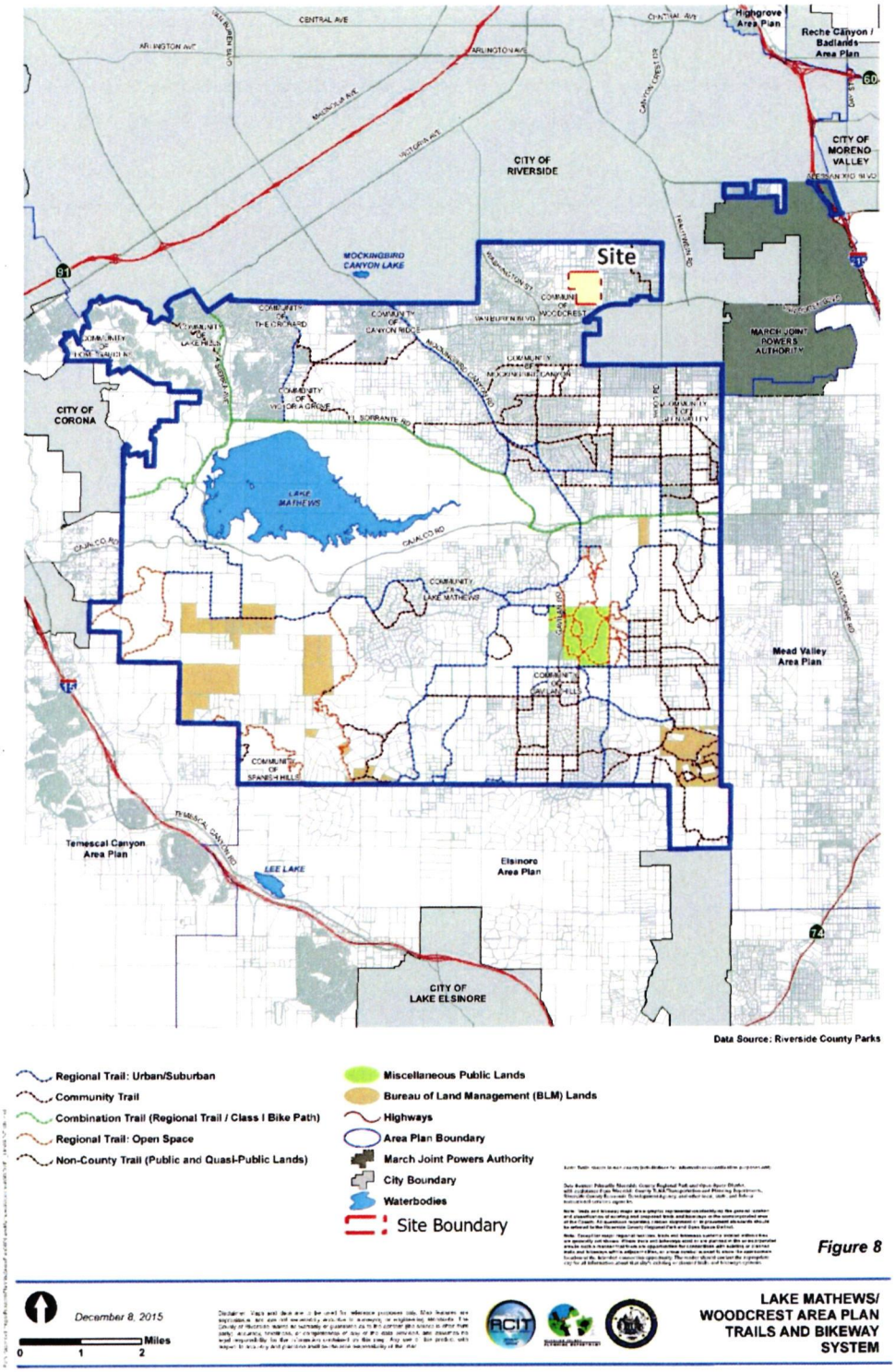
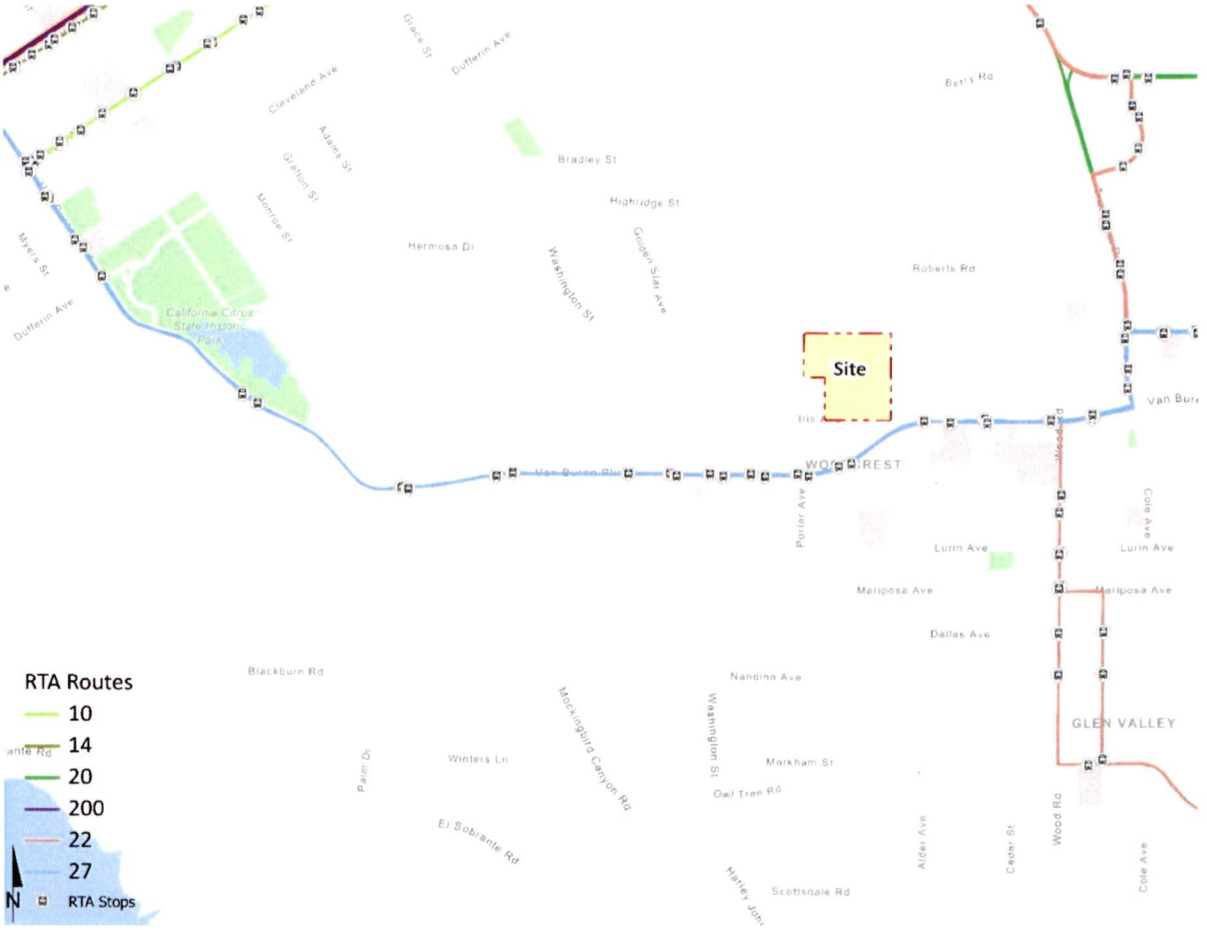


Figure 8

EXHIBIT 3-5: EXISTING PEDESTRIAN FACILITIES



EXHIBIT 3-6: EXISTING TRANSIT ROUTES



A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 8.46 percent. As such, the above equation utilizing a factor of 11.81 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 8.46 percent (i.e., 1/0.0846 = 11.81) and was assumed to sufficiently estimate average daily traffic (ADT) volumes for planning-level analyses. Existing weekday peak hour intersection volumes are also shown on Exhibit 3-8.

3.6 INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized in Table 3-1, which indicates that all of the study area intersections are currently operating at an unacceptable LOS during the peak hours. The intersection operations analysis worksheets are included in Appendix 3.2 of this TA.

TABLE 3-1: INTERSECTION ANALYSIS FOR EXISTING (2022) CONDITIONS

#	Intersection	Traffic Control [1]	Delay[2] (secs.)		Level of Service	
			AM	PM	AM	PM
1	Van Buren Bl. & Victoria Av.	TS	18.3	29.7	B	C
2	Van Buren Bl. & Mockingbird Canyon Rd.	TS	7.2	5.6	A	A
3	Washington St. & Van Buren Bl.	TS	29.4	35.5	C	D
4	Gamble Av. & Iris Av.	CSS	8.4	8.4	A	A
5	Gamble Av. & Van Buren Bl.	TS	5.1	4.8	A	A
6	Street O & Iris Av.		Future Intersection			
7	Chicago Av. & Iris Av.	CSS	8.5	8.5	A	A
8	Chicago Av./Alta Cresta Av. & Van Buren Bl.	TS	13.2	11.4	B	B
9	Wood Rd. & Van Buren Bl.	TS	37.7	26.3	D	C
10	Trautwein Rd./Cole Av. & Van Buren Bl.	TS	27.0	23.1	C	C

[1] TS = Traffic Signal; CSS = Cross-Street Stop

3.7 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. There are no study area intersections that currently meet a traffic signal warrant under Existing (2022) traffic conditions. Existing conditions traffic signal warrant analysis worksheets are provided in Appendix 3.3.

EXHIBIT 3-8: EXISTING (2022) TRAFFIC VOLUMES



1 Van Buren Bl. & Victoria Av.

30,300	24(85)	770(1456)	27(82)	5,750	12(22)
					108(132)
					77(121)
	29(31)				
	157(160)				
	125(323)				
10,100					39,750

2 Van Buren Bl. & Mockingbird Canyon Rd.

32,650	126(358)	832(1414)			
	370(180)				
	6(3)				
6,500					26,500

3 Washington St. & Van Buren Bl.

15,750	64(76)	148(288)	268(435)	35,550	451(231)
					1159(924)
					78(149)
	113(132)				
	821(1198)				
	99(33)				
28,700					9,200

4 Gamble Av. & Iris Av.

				150	
					1(1)
					3(6)
	4(1)				
Nominal					200

5 Gamble Av. & Van Buren Bl.

				40,250	3(0)
	5(0)	1(0)			1634(1263)
					2(7)
	1210(1757)				
	2(1)				
35,700					200

6 Street O & Iris Av.

				150	
					4(7)
	3(7)				
150					

7 Chicago Av. & Iris Av.

				150	
					0(1)
					5(3)
	0(1)				
	0(7)				
200					300

8 Chicago Av./Alta Cresta Av. & Van Buren Bl.

1,100	4(12)	0(5)	5(14)	33,800	10(27)
					1541(1181)
					41(34)
	27(36)				
	1130(1593)				
	43(141)				
35,550					2,850

9 Wood Rd. & Van Buren Bl.

9,250	140(184)	405(183)	65(61)	32,000	97(56)
					1036(1070)
					356(189)
	141(147)				
	721(1197)				
	283(194)				
35,300					12,350

10 Trautwein Rd./Cole Av. & Van Buren Bl.

19,600	235(208)	305(467)	151(277)	29,500	278(183)
					1153(982)
					132(97)
	220(270)				
	688(930)				
	70(99)				
30,300					12,050

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

3.8 PROJECT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

As shown in Table 3-1, all study area intersections are currently operating at an acceptable LOS during the peak hours for Existing (2022) traffic conditions. As such, no improvements have been identified.

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4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network. A preliminary site plan for the proposed Project is shown previously on Exhibit 1-2. The Project is anticipated to be developed in two phases with an opening year of 2026 and 2027. As indicated on Exhibit 1-2, vehicular access will be provided via the following driveways:

- Street O on Iris Avenue: full access
- Chicago Avenue on Iris Avenue: full access

Regional access to the Project site is available from the I-215 Freeway via Scott Road interchange (to the west). The proposed Project is anticipated to be developed in the following phases:

- Phase 1 (2026): 121 single family residential dwelling units
- Project Buildout (2027): 233 single family residential dwelling units

4.1 PROJECT TRIP GENERATION

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.

With the development of Phase 1, the Project is anticipated to generate a total of 1,142 vehicle trip-ends per day with 85 AM peak hour trips and 114 PM peak hour trips (see Table 4-1). Under Project Buildout, the Project is anticipated to generate a total of 2,198 vehicle trip-ends per day with 163 AM peak hour trips and 219 PM peak hour trips (see Table 4-1).

TABLE 4-1: TRIP GENERATION SUMMARY

Land Use[1]	ITE Code	Units[2]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Single Family Detached Residential	210	DU	0.18	0.52	0.70	0.59	0.35	0.94	9.43

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] DU = dwelling units

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Phase 1 (2026)	121	DU	22	63	85	72	42	114	1,142
Phase 2 (2027)	112	DU	20	58	78	66	39	105	1,056
Total	233	DU	**42**	**121**	**163**	**138**	**81**	**219**	**2,198**

[1] DU = dwelling units

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. The trip distribution pattern is heavily influenced by the geographical location of the site, the location of surrounding uses, and the proximity to the regional freeway system. Exhibit 4-1 illustrates the proposed Project distribution patterns for the proposed Project.

4.3 MODAL SPLIT

The potential for Project trips to be reduced by the use of public transit, walking or bicycling have not been included as part of the Project's estimated trip generation. Essentially, the Project's traffic projections are "conservative" in that these alternative travel modes would reduce the forecasted traffic volumes.

4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project (Phase 1) weekday ADT and weekday peak hour intersection turning movement volumes are shown on Exhibit 4-2. Project (Project Buildout) weekday ADT and weekday peak hour intersection turning movement volumes are shown on Exhibit 4-3.

4.5 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon background (ambient) growth at 2% per year, compounded annually, for 2026 and 2027 traffic conditions. The total ambient growth is 8.24% for 2026 traffic conditions and 10.41% for 2027 traffic conditions. The ambient growth factor is intended to approximate regional traffic growth. 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 conjunction with 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. 2026 and 2027 traffic volumes are provided in Section 5 and Section 6 of this report. The traffic generated by the proposed Project was then manually added to the base volume to determine With Project forecasts.

EXHIBIT 4-1: PROJECT TRIP DISTRIBUTION

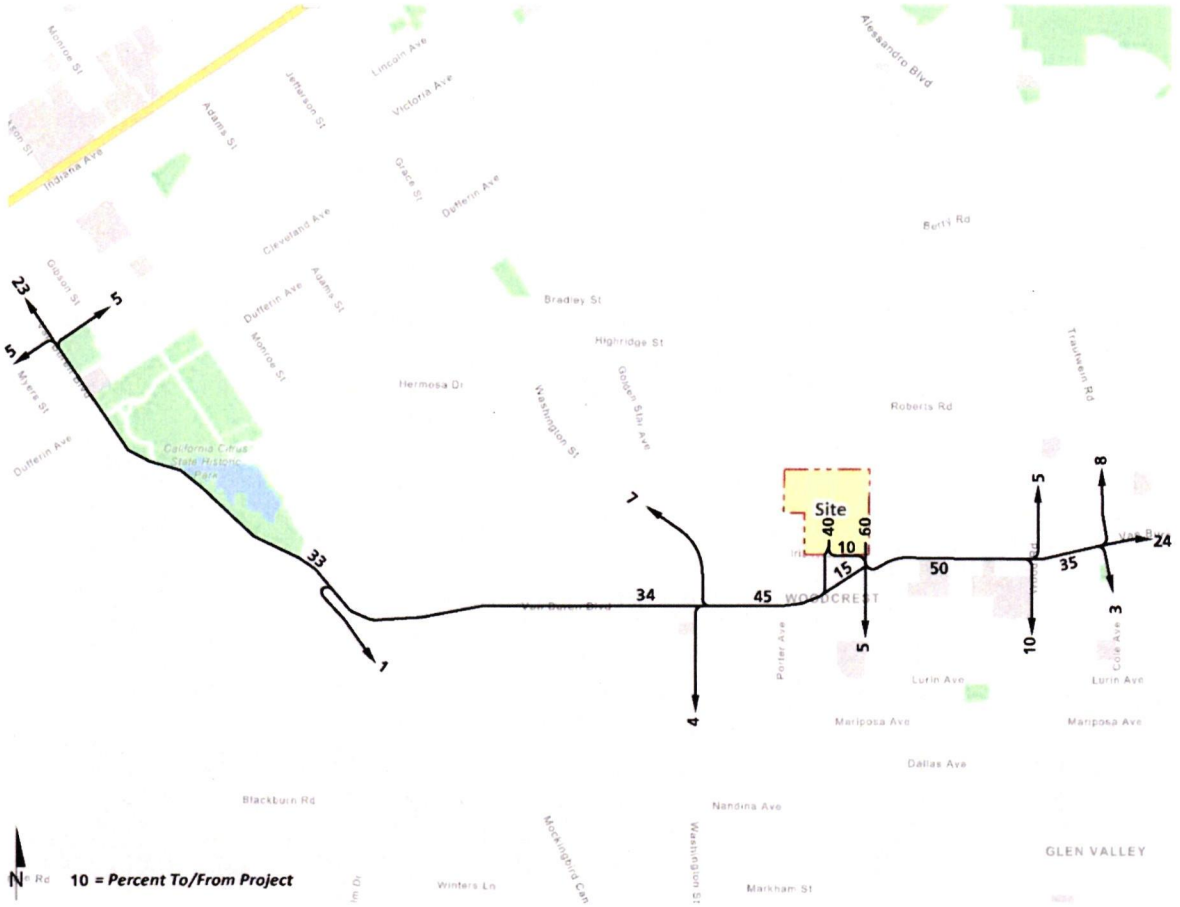


EXHIBIT 4-2: PROJECT ONLY (PHASE 1) TRAFFIC VOLUMES



1 Van Buren Bl. & Victoria Av.

250 — Nominal

← 5(17)

↰ 1(4)

↱ 3(2) | → 14(10) | ↱ 3(2)

↳ 1(4)

Nominal — 400

2 Van Buren Bl. & Mockingbird Canyon Rd.

400

← 7(24)

↰ 1(0) | → 21(14)

↳ 0(1)

400

3 Washington St. & Van Buren Bl.

100 — 500

↱ 4(3)

← 21(14)

↰ 2(5)

↱ 3(2)

7(24) →

↳ 1(3)

400 — Nominal

4 Gamble Av. & Iris Av.

350

↰ 19(13)

↱ 7(22)

350

5 Gamble Av. & Van Buren Bl.

350 — 150

↰ 19(13)

← 9(6)

7(22) ↳

3(11) →

500

6 Street O & Iris Av.

450 — 100

↰ 19(13)

↱ 2(7)

↲ 6(4)

7(22) ↳

350

7 Chicago Av. & Iris Av.

700

← 38(25)

↰ 2(7) | → 13(43)

6(4) ↳

100 — 800

8 Chicago Av./Alta Cresta Av. & Van Buren Bl.

800 — 550

↰ 9(6)

← 3(2)

↲ 32(21)

↱ 11(36)

3(11) ↳

→ 1(4)

150 — Nominal

9 Wood Rd. & Van Buren Bl.

Nominal — 400

↰ 1(4)

← 8(25)

3(2) ↳

22(15) →

6(4) ↳

↱ 2(7)

550 — 100

10 Trautwein Rd./Cole Av. & Van Buren Bl.

100 — 250

↰ 2(6)

← 5(17)

5(3) ↳

15(10) →

2(1) ↳

↱ 1(2) | → 1(2)

400 — Nominal

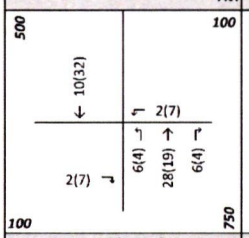
##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

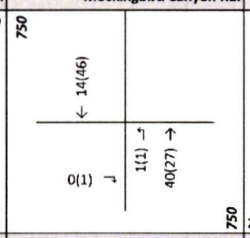
EXHIBIT 4-3: PROJECT ONLY (PROJECT BUILDOUT) TRAFFIC VOLUMES



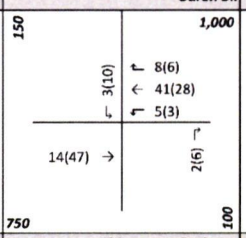
1 Van Buren Bl. & Victoria Av.



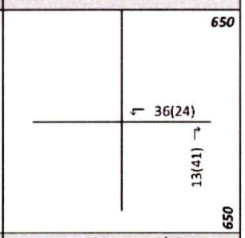
2 Van Buren Bl. & Mockingbird Canyon Rd.



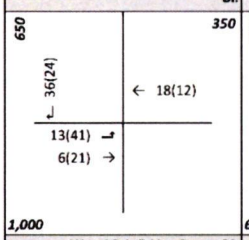
3 Washington St. & Van Buren Bl.



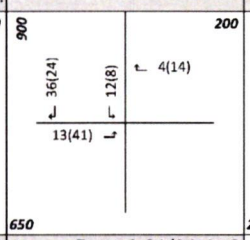
4 Gamble Av. & Iris Av.



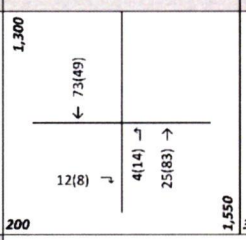
5 Gamble Av. & Van Buren Bl.



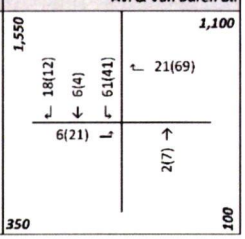
6 Street O & Iris Av.



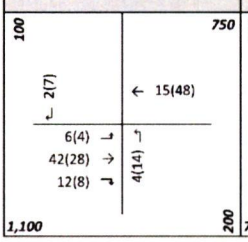
7 Chicago Av. & Iris Av.



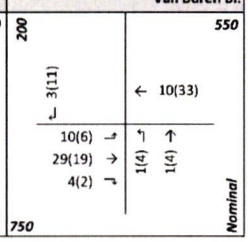
8 Chicago Av./Alta Cresta Av. & Van Buren Bl.



9 Wood Rd. & Van Buren Bl.



10 Trautwein Rd./Cole Av. & Van Buren Bl.



##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

4.6 CUMULATIVE DEVELOPMENT TRAFFIC

A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the County of Riverside. The cumulative projects listed are those that would generate traffic and would contribute traffic to study area intersections. Exhibit 4-4 illustrates the cumulative development location map. A summary of cumulative development projects and their proposed land uses are shown in Table 4-2. If applicable, the traffic generated by individual cumulative projects was manually added to the Without Project forecasts to ensure that traffic generated by the listed cumulative development projects in Table 4-2 are reflected as part of the background traffic. In an effort to conduct a conservative analysis, the cumulative projects are added in conjunction with the ambient growth identified in Section 4.5 *Background Traffic*. Although it is unlikely that all of these cumulative projects would be fully built and occupied by Year 2028, they have been included in an effort to conduct a conservative analysis and overstate as opposed to understate potential traffic deficiencies. Any other cumulative projects located beyond the cumulative study area that are not expected to contribute measurable traffic to study area intersections have not been included since the traffic would dissipate due to the distance from the Project site and study area intersections. Cumulative Only ADT and weekday peak hour intersection turning movement volumes are shown on Exhibit 4-5.

4.7 NEAR-TERM TRAFFIC CONDITIONS

The "buildup" approach combines existing traffic counts with a background ambient growth factor to forecast EAP (2026), EAP (2027), and EAPC (2027) traffic conditions. An ambient growth factor accounts for background (area-wide) traffic increases that occur over time up to the year 2026 and 2027 from the year 2022. Traffic volumes generated by the Project are then added to assess the near-term traffic conditions. The 2026 and 2027 roadway networks are similar to the Existing conditions roadway network, with the exception of future driveways proposed to be developed by the Project.

The near-term traffic analysis includes the following traffic conditions, with the various traffic components:

- Existing Plus Ambient Growth Plus Project (2026)
  - Existing 2022 counts
  - Ambient growth traffic (8.24%)
  - Project (Phase 1) traffic

- Existing Plus Ambient Growth Plus Project (2027)
  - Existing 2022 counts
  - Ambient growth traffic (10.41%)
  - Project (Project Buildout) traffic

- Existing Plus Ambient Growth Plus Project Plus Cumulative (2027)
  - Existing 2022 counts
  - Ambient growth traffic (10.41%)
  - Cumulative Development traffic
  - Project (Project Buildout) traffic

EXHIBIT 4-4: CUMULATIVE DEVELOPMENT LOCATION MAP

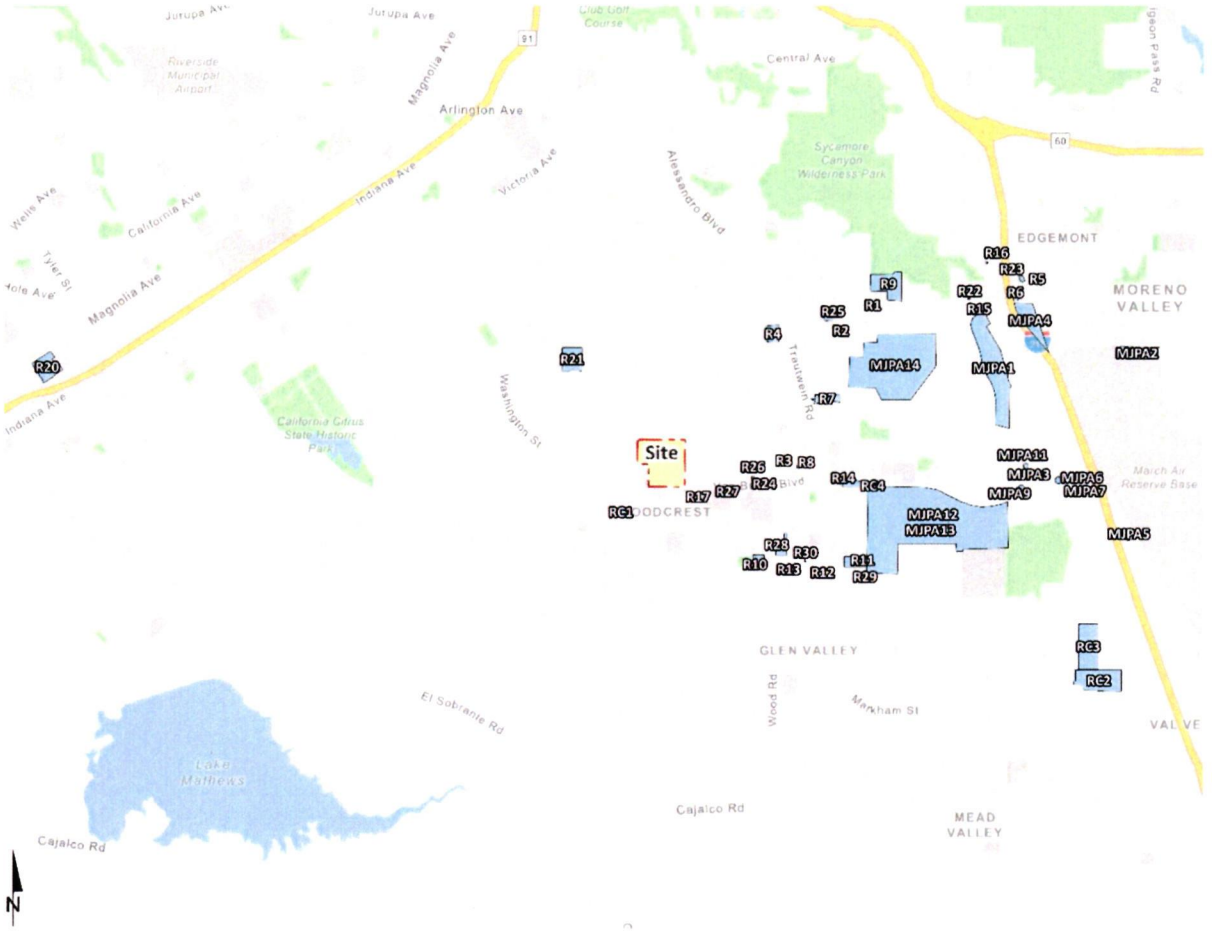


EXHIBIT 4-5: CUMULATIVE ONLY TRAFFIC VOLUMES



Existing Location
Future Location

1 Van Buren Bl. & Victoria Av.

3,550
← 207(220)
→ 251(261)
3,550

2 Van Buren Bl. & Mockingbird Canyon Rd.

3,550
← 207(220)
→ 251(261)
3,550

3 Washington St. & Van Buren Bl.

5,100
108(120) ↳
← 123(144)
← 251(261)
↰ 21(62)
207(220) →
↱
3,550

4,900
38(31)
900

4 Gamble Av. & Iris Av.

5 Gamble Av. & Van Buren Bl.

4,900
← 395(466)
353(371) →
4,900

6 Street O & Iris Av.

7 Chicago Av. & Iris Av.

8 Chicago Av./Alta Cresta Av. & Van Buren Bl.

4,850
← 364(446)
343(337) →
4,850

9 Wood Rd. & Van Buren Bl.

1,150
↳ 29(47)
← 485(492)
↰ 36(142)
397(436) →
23(49) ↳
47(34)
92(89)
10,750

12,950
↰ 16(53)
↱
1,900

10 Trautwein Rd./Cole Av. & Van Buren Bl.

10,900
85(92) ↳
156(107) ←
280(328) ↳
81(86) ⤷
425(479) →
12,950

21,600
↰ 143(406)
← 453(563)
↰ 20(77)
↱
46(72)
2,550

##(##) AM(PM) Peak Hour Intersection Volumes
Average Daily Trips

TABLE 4-2: CUMULATIVE DEVELOPMENT LAND USE SUMMARY (1 OF 2)

#	Project/Location	Land Use	Quantity	Units[1]
City of Riverside:				
R1	P17-0419/20/21	Fast Food w/ Drive Thru	2	TSF
R2	P16-0578	Warehouse	82.2	TSF
R3	P19-0151/P19-0152/P19-0153	Health and Fitness Club	22	TSF
R4	P13-0665	SFDR	8	DU
R5	P15-1035/P16-0556/P16-0567	Warehouse	176	TSF
R6	P14-0841 to P14-0848/P16-0472/P16-0474	Warehouse	73.2	TSF
		Commercial Retail	15	TSF
R7	P14-0472/P14-0473/P15-0321/P15-0322	SFDR	85	DU
R8	P19-0022/P19-0024/P19-0026/P19-0027/P19-0028	Fast Food w/ Drive Thru	4.319	TSF
R9	Sycamore Hills Distribution Center	Warehouse	603	TSF
R10	PR-2021-00073	Single Family Detatched Housing	41	DU
R11	P06-1355	Single Family Detatched Housing	20	DU
R12	P06-1396	Single Family Detatched Housing	20	DU
R13	P03-1404	Single Family Detatched Housing	20	DU
R14	P10-0113, P10-0118, P10-0449	Free-Standing Discount Superstore	139	TSF
		Home Improvement Superstore	155.433	TSF
		Shopping Plaza	126	TSF
R15	P12-0360	Vocational School	12	TSF
R16	P12-0507 through P12-0510	Warehouse/Industrial	235.741	TSF
		Retail	11	TSF
		Day Care	10	TSF
R17	P13-0263, P13-0264, P13-0769	Drive-Thru Restaurant	3	TSF
		Office	10.000	TSF
		Medical Office	8.000	TSF
R18	P20-0013, P20-0014, P20-0015, P20-0016	Residential	81	DU
R19	P20-0018, P20-0019, P20-0020, P20-0021	Residential	138	DU
R20	PR-2021-000713	Medical Center	180.474	TSF
R21	P16-0774	Single Family Detatched Housing	46	DU
R22	P14-0600, P14-0601, P14-0602, P15-044	Industrial	121.390	TSF
R23	P14-1070	Warehousing	240.080	TSF
R24	P15-0075, P15-0076, P15-0819	Auto Repair	11.738	TSF
		Fast Food w/ Drive Thru	2.2	TSF
R25	P15-0983, P15-0984	Child Care	15	TSF
R26	P17-0688, P17-0689	Car Wash	5.440	TSF
R27	P19-0042	Restaurant	4.300	TSF
		Office	9.920	TSF
R28	PR-2021-001053	Single Family Detatched Housing	96	DU
County of Riverside:				
RC1	CUP03766	Automated Car Wash	1	TUN
RC2	Knox Business Park	Warehouse	1259.05	TSF
RC3	Oleander Business Park	Warehouse	711	TSF
RC4	PP25382	Commercial Office Building	10.275	TSF

TABLE 4-2: CUMULATIVE DEVELOPMENT LAND USE SUMMARY (2 OF 2)

March Joint Powers Authority:

MJPA1	Meridian Business Park (West Campus)	Industrial Park	2,278.852 TSF
MJPA2	K4 Parcel	Warehouse	718 TSF
MJPA3	Economic Business Center	Warehouse	124.523 TSF
MJPA4	Freeway Business Center	Warehouse	709.083 TSF
MJPA5	Veteran's Industrial Plaza/VIP 215	Warehouse	2000 TSF
MJPA6	Veteran's Plaza	Commercial Retail	198.000 TSF
MJPA7	MS Van Buren I	Warehouse	176.396 TSF
MJPA8	MS Van Buren II	Warehouse	162 TSF
MJPA9	MS Prime Six	General Office	74.922 TSF
MJPA10	Meridian Distribution Center IV	Warehouse	90.000 TSF
MJPA11	Meridian Distribution Center III	Warehouse	262 TSF
MJPA12	Eagle Business Park	Business Park	390.480 TSF
MJPA13	South Campus	Office	388 TSF
		Commercial Retail	283 TSF
		Business Park	1764.180 TSF
		Industrial Park	1774.437 TSF
		High-Cube Fulfillment Warehouse	1,837.000 TSF
		Cold Storage Warehouse	725.561 TSF
MJPA14	West Campus Upper Plateau	Buisness Park	2,997.386 TSF
		Retail	160.921 TSF
		Park	60.280 AC

[1] AC = Acres; TSF = Thousand Square Feet; DU = Dwelling Unit

4.8 HORIZON YEAR TRAFFIC FORECASTS

Traffic projections for Horizon Year conditions were derived from the RIVCOM regional model using accepted procedures for model forecast refinement and smoothing. The traffic forecasts reflect the area-wide growth anticipated between Existing and Horizon Year traffic conditions. The base model year for the RIVCOM regional model is Year 2018 and the future year model is Year 2045.

In most instances the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year peak hour forecasts were refined using the model derived long-range forecasts, base (validation) year model forecasts, along with existing peak hour traffic count data collected at each analysis location.

The refined future peak hour approach and departure volumes obtained from these calculations are then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program (NCHRP Report 765), along with initial estimates of turning movement proportions. A linear programming algorithm is used to calculate individual turning movements which match the known directional roadway segment forecast volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

Typically, the model growth is prorated and is subsequently added to the existing (base validation) traffic volumes to represent Horizon Year traffic conditions. However, review of the resulting model growth indicates negative growth for some of the study area intersections. In an effort to conduct a conservative analysis, reductions to traffic forecasts from either Existing or EAPC traffic conditions were not assumed as part of this analysis. As such, in conjunction with the addition of cumulative projects that are not consistent with the General Plan, additional growth has also been applied on a movement-by-movement basis, where applicable, to estimate reasonable Horizon Year forecasts. Horizon Year turning volumes were compared to EAPC volumes in order to ensure a minimum growth as a part of the refinement process. The minimum growth includes any additional growth between EAPC and Horizon Year traffic conditions that is not accounted for by the traffic generated by cumulative development projects and ambient growth rates assumed between Existing (2022) and Horizon Year traffic conditions. Future estimated peak hour traffic data was used for new intersections and intersections with an anticipated change in travel patterns to further refine the Horizon Year peak hour forecasts. The only instance when the EAPC forecasts would not be used to manually adjust the Horizon Year forecasts is if there are new proposed roadway connections/facilities that would explain the change in travel patterns within the study area.

The future Horizon Year Without Project peak hour turning movements were then reviewed by Urban Crossroads for reasonableness, and in some cases, were adjusted to achieve flow conservation, reasonable growth, and reasonable diversion between parallel routes. Flow conservation checks ensure that traffic flow between two closely spaced intersections, such as two freeway ramp locations, is verified in order to make certain that vehicles leaving one intersection are entering the adjacent intersection and that there is no unexplained loss of vehicles. The result of this traffic forecasting procedure is a series of traffic volumes which are suitable for traffic operations analysis.

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5 EAP (2026 & 2027) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for EAP (2026) and EAP (2027) conditions and the resulting intersection operations and traffic signal warrant analyses.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for EAP (2026) and EAP (2027) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project (Phase 1) to provide site access are also assumed to be in place for EAP (2026) conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- Project driveways and those facilities assumed to be constructed by the Project (Project Buildout) to provide site access are also assumed to be in place for EAP (2027) conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways).

5.2 EAP (2026) GROWTH TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2022) traffic volumes plus an ambient growth factor of 8.24% and the addition of Project (Phase 1) traffic. The weekday ADT volumes and peak hour volumes which can be expected for EAP (2026) traffic conditions are shown on Exhibits 5-1.

5.3 EAP (2027) TRAFFIC VOLUME FORECASTS

This scenario includes Existing (2022) traffic volumes plus an ambient growth factor of 10.41% and the addition of Project (Buildout) traffic. The weekday ADT volumes and peak hour volumes which can be expected for EAP (2027) traffic conditions are shown on Exhibits 5-2.

5.4 INTERSECTION OPERATIONS ANALYSIS

EAP (2026 & 2027) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 5-1 for EAP (2026 & 2027) traffic conditions, which indicates that there are no study area intersections anticipated to operate at an unacceptable LOS during the peak hours under both EAP (2026) and EAP (2027) traffic conditions, consistent with Existing (2022) traffic conditions.

The intersection operations analysis worksheets for EAP (2026) and EAP (2027) traffic conditions are included in Appendices 5.1 and 5.2 of this TA, respectively.

EXHIBIT 5-1: EAP (2026) TRAFFIC VOLUMES



N ○ Existing Location
● Future Location

1 Van Buren Bl. & Victoria Av.

									6,300
33,050									
	26(92)	838(1593)	29(89)				←	13(24)	
							←	117(143)	
							↰	84(135)	
	31(34)	↳	↰	↑	↱				
	170(173)	→	239(135)	1459(970)	185(84)				
	136(354)	↴							
11,000									43,400

2 Van Buren Bl. & Mockingbird Canyon Rd.

35,750					
	136(388)	908(1555)			
	400(195)	↳	↰	↑	
	6(4)	↴	5(13)	1364(894)	
7,050					29,050

3 Washington St. & Van Buren Bl.

									39,000
17,100									
	69(82)	160(312)	292(476)				←	492(253)	
							←	1276(1014)	
							↰	87(163)	
	122(143)	↳	↰	↑	↱				
	896(1321)	→	121(71)	438(183)	122(82)				
	107(36)	↴							
31,450									10,000

4 Gamble Av. & Iris Av.

									500
							←	1(1)	
							↰	22(19)	
	4(1)	↴	↰	↱					
			0(1)	10(30)					
Nominal									550

5 Gamble Av. & Van Buren Bl.

									43,750
350									
	24(13)	1(0)				←	3(0)		
						←	1778(1373)		
						↰	2(8)		
	7(22)	↳	↰	↱					
	1313(1913)	→	0(1)	1(8)					
	2(1)	↴							
39,150									200

6 Street O & Iris Av.

450					300
	19(13)	6(4)		←	2(7)
				←	4(8)
	7(22)	↳			
	3(8)	→			
500					

7 Chicago Av. & Iris Av.

									150
700									
	38(25)	↓				←	0(1)		
						↰	5(3)		
	0(1)	→	↰	↑	↱				
	6(12)	↴	5(13)	13(43)	2(9)				
300									1,100

8 Chicago Av./Alta Cresta Av. & Van Buren Bl.

									37,150
2,000									
	13(19)	3(7)	37(36)			←	22(65)		
						←	1668(1278)		
						↰	44(37)		
	32(50)	↳	↰	↑	↱				
	1223(1724)	→	94(50)	2(5)	47(14)				
	47(153)	↴							
38,650									3,150

9 Wood Rd. & Van Buren Bl.

									35,000
10,050									
	153(203)	438(198)	70(66)			←	105(61)		
						←	1129(1183)		
						↰	385(205)		
	156(161)	↳	↰	↑	↱				
	802(1311)	→	321(219)	377(163)	213(145)				
	312(214)	↴							
38,800									13,500

10 Trautwein Rd./Cole Av. & Van Buren Bl.

									32,200
21,300									
	256(231)	330(505)	163(300)			←	301(198)		
						←	1253(1080)		
						↰	143(105)		
	243(295)	↳	↰	↑	↱				
	760(1017)	→	147(83)	147(83)	88(31)				
	78(108)	↴							
33,200									13,100

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

EXHIBIT 5-2: EAP (2027) TRAFFIC VOLUMES



1 Van Buren Bl. & Victoria Av.

											6,450
										←	13(24)
										←	119(146)
										↰	87(141)
									↰	↑	↱
									247(140)	1502(998)	191(88)
											44,600

33,950 — 26(94) ↳ 860(1640) ↓ 30(91) ↲ — 32(34) ↳ — 173(177) → — 140(364) ↲ — 11,250

2 Van Buren Bl. & Mockingbird Canyon Rd.

									5(14)	1410(925)	
											30,000

36,800 — 139(395) ↳ 933(1607) ↓ — 409(199) ↳ — 7(4) ↲ — 7,200

3 Washington St. & Van Buren Bl.

											40,250
										←	506(261)
										←	1321(1048)
										↰	91(168)
									↰	↑	↱
									124(73)	447(187)	126(87)
											10,250

17,500 — 71(84) ↳ 163(318) ↓ 299(490) ↲ — 125(146) ↳ — 920(1370) → — 109(36) ↲ — 32,450

4 Gamble Av. & Iris Av.

											850
										←	1(1)
										↰	39(31)
									↰	↑	↱
									0(1)		16(49)
											850

4(1) ↲ — Nominal

5 Gamble Av. & Van Buren Bl.

											44,800
										←	3(0)
										←	1822(1406)
										↰	2(8)
									↰	↑	↱
									0(1)		1(8)
											200

650 — 42(24) ↳ 1(0) ↲ — 13(41) ↳ — 1342(1961) → — 2(1) ↲ — 40,400

6 Street O & Iris Av.

											400
										←	4(14)
										←	4(8)
											850

900 — 36(24) ↳ 12(8) ↲ — 13(41) ↳ — 3(8) → — 850

7 Chicago Av. & Iris Av.

											150
										←	0(1)
										↰	6(3)
									↰	↑	↱
									7(21)	25(83)	2(9)
											1,850

1,300 — 73(49) ↓ — 0(1) → — 12(16) ↲ — 400

8 Chicago Av./Alta Cresta Av. & Van Buren Bl.

											38,450
										←	32(99)
										←	1701(1304)
										↰	45(38)
									↰	↑	↱
									96(51)	3(8)	47(14)
											3,250

2,800 — 22(25) ↳ 6(10) ↓ 67(56) ↲ — 36(61) ↳ — 1248(1759) → — 47(156) ↲ — 39,600

9 Wood Rd. & Van Buren Bl.

											36,100
										←	107(62)
										←	1159(1229)
										↰	393(209)
									↰	↑	↱
									330(230)	384(167)	218(148)
											13,900

10,300 — 157(210) ↳ 447(202) ↓ 72(67) ↲ — 162(166) ↳ — 838(1350) → — 324(222) ↲ — 40,100

10 Trautwein Rd./Cole Av. & Van Buren Bl.

											33,100
										←	307(202)
										←	1283(1117)
										↰	146(107)
									↰	↑	↱
									150(87)	150(87)	89(32)
											13,350

21,800 — 262(241) ↳ 337(516) ↓ 167(306) ↲ — 253(304) ↳ — 789(1046) → — 81(111) ↲ — 34,200

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

TABLE 5-1: INTERSECTION ANALYSIS FOR EAP (2026 & 2027) CONDITIONS

#	Intersection	Traffic Control[1]	Existing (2022) Delay (secs.) AM	Existing (2022) Delay (secs.) PM	Existing (2022) Level of Service AM	Existing (2022) Level of Service PM	EAP (2026) Delay (secs.) AM	EAP (2026) Delay (secs.) PM	EAP (2026) Level of Service AM	EAP (2026) Level of Service PM	EAP (2027) Delay (secs.) AM	EAP (2027) Delay (secs.) PM	EAP (2027) Level of Service AM	EAP (2027) Level of Service PM
1	Van Buren Bl. & Victoria Av.	TS	18.3	29.7	B	C	20.8	38.9	C	D	21.9	43.7	C	D
2	Van Buren Bl. & Mockingbird Canyon Rd.	TS	7.2	5.6	A	A	7.8	6.0	A	A	8.0	6.2	A	A
3	Washington St. & Van Buren Bl.	TS	29.4	35.5	C	D	34.4	42.6	C	D	36.7	46.2	D	D
4	Gamble Av. & Iris Av.	CSS	8.4	8.4	A	A	8.4	8.5	A	A	8.5	8.5	A	A
5	Gamble Av. & Van Buren Bl.	TS	5.1	4.8	A	A	6.0	6.7	A	A	6.2	7.3	A	A
6	Street O & Iris Av.	CSS	Future Intersection				8.5	8.6	A	A	8.6	8.7	A	A
7	Chicago Av. & Iris Av.	CSS	8.5	8.5	A	A	9.4	9.3	A	A	9.7	9.7	A	A
8	Chicago Av./Alta Cresta Av. & Van Buren Bl.	TS	13.2	11.4	B	B	16.5	13.0	B	B	18.9	14.7	B	B
9	Wood Rd. & Van Buren Bl.	TS	37.7	26.3	D	C	45.9	30.9	D	C	49.2	32.9	D	C
10	Trautwein Rd./Cole Av. & Van Buren Bl.	TS	27.0	23.1	C	C	30.2	25.5	C	C	31.3	26.6	C	C

[1] TS = Traffic Signal; CSS = Cross-Street Stop

5.5 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for EAP (2026 & 2027) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. There are no study area intersections anticipated to meet a traffic signal warrant under EAP (2026) and EAP (2027) traffic conditions (see Appendices 5.3 and 5.4, respectively).

5.6 PROJECT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

As shown in Table 5-1, all study area intersections are anticipated to continue to operate at an acceptable LOS during the peak hours for both EAP (2026) and EAP (2027) traffic conditions. As such, no improvements have been identified.

6 EAPC (2027) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for EAPC (2027) traffic conditions and the resulting intersection operations and traffic signal warrant analyses.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Background Plus Project Plus Cumulative Projects conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project (Project Buildout) to provide site access are also assumed to be in place for EAPC (2027) conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for EAPC (2027) conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages).

6.2 BACKGROUND PLUS PROJECT PLUS CUMULATIVE PROJECTS TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes plus an ambient growth factor of 10.41%, the addition of traffic generated by cumulative development projects, and the addition of Project (Buildout) traffic. The weekday ADT and weekday peak hour intersection turning movement volumes which can be expected for EAPC (2027) traffic conditions are shown on Exhibit 6-1.

6.3 INTERSECTION OPERATIONS ANALYSIS

EAPC (2027) peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 6-1 for EAPC (2027) traffic conditions, which indicates that the following study area intersection is anticipated to continue to operate at an unacceptable LOS during the peak hours:

- Washington Street & Van Buren Boulevard (#3) – LOS E AM and PM peak hours
- Wood Road & Van Buren Boulevard (#9) – LOS F AM and PM peak hours
- Trautwein Road/Cole Avenue & Van Buren Boulevard (#10) – LOS F AM peak hour; LOS E PM peak hour

The intersection operations analysis worksheets for EAPC (2027) traffic conditions are included in Appendix 6.1.

EXHIBIT 6-1: EAPC (2027) TRAFFIC VOLUMES



1 Van Buren Bl. & Victoria Av.

34,350			5,850
26(94)	1067(18860)	30(91)	↱ 13(24)
			← 119(146)
			↰ 87(141)
32(34) ↳			
173(177) →	247(140)	1753(1259)	191(88)
140(364) ↴			
10,200			48,200

2 Van Buren Bl. & Mockingbird Canyon Rd.

36,950			
139(395)	1140(1827)		
409(199) ↳			
		5(14)	1661(1185)
7(4) ↴			
6,500			33,550

3 Washington St. & Van Buren Bl.

20,950			41,500
71(84)	163(318)	407(610)	↱ 629(405)
			← 1572(1309)
			↰ 112(230)
125(146) ↳			
1127(1590) →	124(73)	447(187)	164(118)
109(36) ↴			
33,000			11,100

4 Gamble Av. & Iris Av.

			850
			← 1(1)
			↰ 39(31)
4(1) ↴	0(1)		16(49)
Nominal			850

5 Gamble Av. & Van Buren Bl.

650			45,500
42(24)		1(0)	↱ 3(0)
			← 2217(1872)
			↰ 2(8)
13(41) ↳			
1695(2332) →	0(1)		1(8)
2(1) ↴			
41,600			200

6 Street O & Iris Av.

900			400
36(24)		12(8)	↱ 4(14)
			← 4(8)
13(41) ↳			
3(8) →			
850			

7 Chicago Av. & Iris Av.

1,300			150
	73(49)		
			← 0(1)
			↰ 6(3)
	0(1) →		
	12(16) ↴	7(21)	25(83) 2(9)
400			1,850

8 Chicago Av./Alta Cresta Av. & Van Buren Bl.

2,650			34,900
22(25)	6(10)	67(56)	↱ 32(99)
			← 2065(1750)
			↰ 45(38)
36(61) ↳			
1591(2096) →	96(51)	3(8)	47(14)
47(156) ↴			
35,900			3,250

9 Wood Rd. & Van Buren Bl.

9,350			32,750
157(210)	447(202)	101(114)	↱ 123(115)
			← 1644(1721)
			↰ 429(351)
162(166) ↳			
1235(1786) →	377(264)	384(167)	310(237)
347(271) ↴			
36,400			13,900

10 Trautwein Rd./Cole Av. & Van Buren Bl.

19,750			30,050
347(333)	493(623)	447(634)	↱ 450(608)
			← 1736(1680)
			↰ 166(184)
334(390) ↳			
1214(1525) →	150(87)	150(87)	135(104)
81(111) ↴			
31,050			13,350

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

TABLE 6-1: INTERSECTION ANALYSIS FOR EAPC (2027) CONDITIONS

#	Intersection	Traffic Control[1]	EAPC (2027) Delay (secs.) AM	EAPC (2027) Delay (secs.) PM	EAPC (2027) Level of Service AM	EAPC (2027) Level of Service PM
1	Van Buren Bl. & Victoria Av.	TS	25.8	52.9	C	D
2	Van Buren Bl. & Mockingbird Canyon Rd.	TS	8.8	6.6	A	A
3	Washington St. & Van Buren Bl.	TS	**59.7**	**79.6**	**E**	**E**
4	Gamble Av. & Iris Av.	CSS	8.6	8.8	A	A
5	Gamble Av. & Van Buren Bl.	TS	8.2	11.1	A	B
6	Street O & Iris Av.	CSS	8.6	8.7	A	A
7	Chicago Av. & Iris Av.	CSS	9.7	9.7	A	A
8	Chicago Av./Alta Cresta Av. & Van Buren Bl.	TS	30.7	23.7	C	C
9	Wood Rd. & Van Buren Bl.	TS	**114.9**	**87.6**	**F**	**F**
10	Trautwein Rd./Cole Av. & Van Buren Bl.	TS	**92.0**	**77.0**	**F**	**E**

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] TS = Traffic Signal; CSS = Cross-Street Stop; AWS = All-Way Stop; CSS = Improvemer

6.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for EAPC (2027) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. There are no study area intersections anticipated to meet a traffic signal warrant under EAPC (2027) traffic conditions (see Appendix 6.2).

6.5 PROJECT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

Improvement strategies have been recommended at intersections that have been identified as deficient under EAPC (2027) traffic conditions in an effort to achieve an acceptable LOS (i.e., LOS D or better). The effectiveness of the recommended improvement strategies to address EAPC (2027) traffic deficiencies are presented in Table 6-2. Worksheets for EAPC (2027), with improvements, HCM calculation worksheets are provided in Appendix 6.3.

TABLE 6-2: EAPC (2027) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WITH IMPROVEMENTS

			Intersection Approach Lanes[1]												Delay (secs.)		Level of Service	
		Traffic	Northbound			Southbound			Eastbound			Westbound						
#	Intersection	Control[3]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
3	Washington St. & Van Buren Bl.																	
	- Without Improvements	TS	2	2	1	2	2	0	1	2	0	1	2	1	**59.7**	**79.6**	**E**	**E**
	- With Improvements	TS	2	2	1	2	2	0	1	**3**	0	1	**3**	1	35.9	52.8	D	D
9	Wood Rd. & Van Buren Bl.																	
	- Without Improvements	TS	2	2	0	1	2	0	1	2	1	2	2	1	**114.9**	**87.6**	**F**	**F**
	- With Improvements	TS	2	2	0	1	2	0	1	**3**	1	2	**3**	1	50.5	39.6	D	D
10	Trautwein Rd./Cole Av. & Van Buren Bl.																	
	- Without Improvements	TS	1	2	0	2	2	1	2	2	1	1	3	1	**92.0**	**77.0**	**F**	**E**
	- With Improvements	TS	1	2	0	2	2	1	2	**3**	1	1	3	1	53.9	51.4	D	D

[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; 1 = Improvement

[2] Per the Highway Capacity Manual 6th Edition, 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] TS = Traffic Signal

7 HORIZON YEAR (2045) TRAFFIC CONDITIONS

This section discusses the traffic forecasts for Horizon Year (2045) conditions and the resulting intersection operations and traffic signal warrant analyses.

7.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Horizon Year (2045) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project (Project Buildout) to provide site access are also assumed to be in place for Horizon Year (2045) conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways).
- Other parallel facilities, that although not evaluated for the purposes of this analysis, are anticipated to be in place for Horizon Year traffic conditions and would affect the travel patterns within the study area.

7.2 HORIZON YEAR (2045) TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-process volumes obtained from the RIVCOM, plus the traffic generated by the proposed Project for With Project conditions only. The weekday ADT and weekday AM and PM peak hour volumes, in actual vehicles, which can be expected for Horizon Year (2045) Without and With Project traffic conditions are shown on Exhibits 7-1 and 7-2, respectively.

7.3 INTERSECTION OPERATIONS ANALYSIS

Horizon Year (2045) conditions peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TA. The intersection analysis results are summarized in Table 7-1 for Horizon Year (2045) conditions which indicates the following study area intersections are anticipated to operate at an unacceptable LOS under Horizon Year (2045) Without Project traffic conditions:

- Van Buren Boulevard & Victoria Avenue (#1) – LOS F PM peak hour only
- Washington Street & Van Buren Boulevard (#3) – LOS F AM and PM peak hours
- Wood Road & Van Buren Boulevard (#9) – LOS F AM and PM peak hours
- Trautwein Road/Cole Avenue & Van Buren Boulevard (#10) – LOS F AM and PM peak hours

There are no additional study area intersections anticipated to operate at an unacceptable LOS during the peak hours with the addition of Project traffic, under Horizon Year (2045) With Project traffic conditions. The intersection operations analysis worksheets for Horizon Year (2045) Without and With Project traffic conditions are included in Appendices 7.1 and 7.2, respectively.

EXHIBIT 7-1: HORIZON YEAR (2045) WITHOUT PROJECT TRAFFIC VOLUMES



1 Van Buren Bl. & Victoria Av.

41,150	30(228)	1142(1989)	36(114)
7,000	16(27)	131(160)	94(147)
12,250	39(54)	191(194)	152(392)
51,850	265(162)	1873(1338)	204(92)

2 Van Buren Bl. & Mockingbird Canyon Rd.

43,250	187(456)	1217(1938)	
12,100	449(230)	7(4)	
35,750	6(15)	1758(1248)	

3 Washington St. & Van Buren Bl.

24,200	92(92)	209(553)	433(648)
48,100	670(425)	1659(1383)	116(264)
38,400	172(178)	1204(1675)	152(84)
12,050	325(117)	1144(254)	233(120)

4 Gamble Av. & Iris Av.

200		1(1)	4(7)
Nominal	5(1)	0(1)	4(9)
200			

5 Gamble Av. & Van Buren Bl.

53,800	6(0)	1(0)	
48,300	1823(2505)	2(1)	
250	4(0)	2379(2000)	2(9)
	0(1)	1(9)	

6 Street O & Iris Av.

200		5(9)	
200	4(9)		

7 Chicago Av. & Iris Av.

200		0(1)	6(4)
200	0(1)	0(9)	
350	4(7)	2(10)	

8 Chicago Av./Alta Cresta Av. & Van Buren Bl.

1,350	5(15)	0(6)	6(17)
41,050	12(33)	2236(1880)	50(41)
43,150	33(44)	1715(2272)	52(171)
3,450	106(56)	1(1)	52(16)

9 Wood Rd. & Van Buren Bl.

12,600	240(223)	552(305)	108(166)
40,250	134(201)	1743(1792)	468(372)
45,300	181(211)	1273(1890)	367(285)
17,850	405(272)	423(237)	331(252)

10 Trautwein Rd./Cole Av. & Van Buren Bl.

28,150	370(345)	526(674)	463(664)
35,850	481(628)	1853(1756)	207(195)
40,250	348(414)	1261(1608)	104(120)
17,450	164(94)	164(94)	144(107)

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

EXHIBIT 7-2: HORIZON YEAR (2045) WITH PROJECT TRAFFIC VOLUMES



1 Van Buren Bl. & Victoria Av.

41,650	30(228)	1152(2021)	36(114)	7,100	
	↲	↓	↳	↰	16(27)
				←	131(160)
				↱	96(154)
	39(54)	↱		↰	↑	↱
	191(194)	→		271(166)	1901(1357)	210(96)
	154(399)	↴				
12,350					52,550

2 Van Buren Bl. & Mockingbird Canyon Rd.

43,950	187(456)	1231(1984)			
	↲	↓			
	449(230)	↱		↰	↑
	7(5)	↴		7(16)	1798(1275)
12,100					36,500

3 Washington St. & Van Buren Bl.

24,350	92(92)	209(553)	436(658)	49,100	
	↲	↓	↳	↰	678(431)
				←	1700(1411)
				↱	121(267)
	172(178)	↱		↰	↑	↱
	1218(1722)	→		325(117)	1144(254)	235(126)
	152(84)	↴				
39,150					12,150

4 Gamble Av. & Iris Av.

				850	
				←	1(1)
				↱	40(31)
				↰	↱
	5(1)	↴		0(1)	17(50)
Nominal					900

5 Gamble Av. & Van Buren Bl.

650				54,150	
	42(24)		1(0)	↰	4(0)
				←	2397(2012)
				↱	2(9)
	13(41)	↱		↰	↱
	1829(2526)	→		0(1)	1(9)
	2(1)	↴			
49,300					250

6 Street O & Iris Av.

900				400	
	36(24)		12(8)	↰	4(14)
				←	5(9)
				↱	
	13(41)	↱			
	4(9)	→			
850					

7 Chicago Av. & Iris Av.

1,300				200	
	73(49)				
				←	0(1)
				↱	6(4)
				↰	↑	↱
	0(1)	→		8(21)	25(83)	2(10)
	12(17)	↴			
450					1,900

8 Chicago Av./Alta Cresta Av. & Van Buren Bl.

2,900				42,150	
	23(27)	6(10)	67(58)	↰	33(102)
				←	2236(1880)
				↱	50(41)
	39(65)	↱		↰	↑	↱
	1715(2272)	→		106(56)	3(8)	52(16)
	52(171)	↴				
43,500					3,550

9 Wood Rd. & Van Buren Bl.

12,750				41,050	
	242(230)	552(305)	108(166)	↰	134(201)
				←	1758(1840)
				↱	468(372)
	187(215)	↱		↰	↑	↱
	1315(1918)	→		409(286)	423(237)	331(252)
	379(293)	↴				
46,400					18,050

10 Trautwein Rd./Cole Av. & Van Buren Bl.

28,350				36,350	
	373(356)	526(674)	463(664)	↰	481(628)
				←	1863(1789)
				↱	207(195)
	358(420)	↱		↰	↑	↱
	1290(1627)	→		165(98)	165(98)	144(107)
	108(122)	↴				
41,050					17,500

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

TABLE 7-1: INTERSECTION ANALYSIS FOR HORIZON YEAR (2045) CONDITIONS

#	Intersection	Traffic Control[1]	2045 Without Project Delay (secs.) AM	2045 Without Project Delay (secs.) PM	2045 Without Project Level of Service AM	2045 Without Project Level of Service PM	2045 With Project Delay (secs.) AM	2045 With Project Delay (secs.) PM	2045 With Project Level of Service AM	2045 With Project Level of Service PM	Difference in Delay AM	Difference in Delay PM	Project-Related Traffic Deficiency?[2]
1	Van Buren Bl. & Victoria Av.	TS	32.7	**85.6**	C	**F**	34.6	**86.5**	C	**F**	1.9	0.9	No
2	Van Buren Bl. & Mockingbird Canyon Rd.	TS	9.9	7.6	A	A	10.1	7.9	B	A	--	--	No
3	Washington St. & Van Buren Bl.	TS	**138.4**	**116.1**	**F**	**F**	**143.6**	**123.6**	**F**	**F**	**--**	**--**	**Yes**
4	Gamble Av. & Iris Av.	CSS	8.4	8.4	A	A	8.5	8.5	A	A	--	--	No
5	Gamble Av. & Van Buren Bl.	TS	6.7	13.0	A	B	10.6	16.2	B	B	--	--	No
6	Street O & Iris Av.	CSS	Future Intersection				8.6	8.7	A	A	--	--	No
7	Chicago Av. & Iris Av.	CSS	8.6	8.5	A	A	7.3	9.7	A	A	--	--	No
8	Chicago Av./Alta Cresta Av. & Van Buren Bl.	TS	31.0	32.4	C	C	44.7	37.9	A	D	--	--	No
9	Wood Rd. & Van Buren Bl.	TS	**135.6**	**137.0**	**F**	**F**	**140.1**	**148.3**	**F**	**F**	**4.5**	**11.3**	**Yes**
10	Trautwein Rd./Cole Av. & Van Buren Bl.	TS	**118.3**	**101.0**	**F**	**F**	**122.8**	**106.5**	**F**	**F**	**4.5**	**5.5**	**Yes**

[1] TS = Traffic Signal; CSS = Cross-Street Stop

[2] Project-related traffic deficiency occurs if the deficiency thresholds for each applicable agency are met.

7.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for Horizon Year (2045) traffic conditions are based on the peak hour volumes or planning level ADT volume-based traffic signal warrants. There are no unsignalized study area intersections anticipated to meet a traffic signal warrant under Horizon Year (2045) Without and With Project conditions (see Appendices 7.3 and 7.4).

7.5 PROJECT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

Improvement strategies have been recommended at intersections that have been identified as deficient under Horizon Year (2045) traffic conditions in an effort to achieve an acceptable LOS (i.e., LOS D or better). The effectiveness of the recommended improvement strategies to address Horizon Year (2045) traffic deficiencies are presented in Table 7-2. Worksheets for Horizon Year (2045) Without Project and With Project, with improvements, HCM calculation worksheets are provided in Appendices 7.5 and 7.6, respectively.

TABLE 7-2: HORIZON YEAR (2045) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WITH IMPROVEMENTS

			Intersection Approach Lanes[1]												Delay[2] (secs.)		Level of Service	
		Traffic	Northbound			Southbound			Eastbound			Westbound						
#	Intersection	Control[3]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
3	Washington St. & Van Buren Bl.																	
	- Without Project	TS	2	2	1	2	2	0	**2**	**3**	**1**	**2**	**3**	**1>**	52.3	38.9	D	D
	- With Project	TS	2	2	1	2	2	0	**2**	**3**	**1**	**2**	**3**	**1>**	52.7	39.4	D	D
9	Wood Rd. & Van Buren Bl.																	
	- Without Project	TS	2	2	0	1	2	0	1	**3**	1	2	**3**	1	53.2	48.9	D	D
	- With Project	TS	2	2	0	1	2	0	1	**3**	1	2	**3**	1	54.8	51.5	D	D
10	Trautwein Rd./Cole Av. & Van Buren Bl.																	
	- Without Project	TS	1	2	0	2	2	1	2	**3**	1	1	3	1	**63.8**	53.9	**E**	D
	- With Project	TS	1	2	0	2	2	1	2	**3**	1	1	3	1	**65.2**	54.5	**E**	D

[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; 1 = Improvement; > = Right-Turn Overlap

[2] Per the Highway Capacity Manual 6th Edition, 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] TS = Traffic Signal

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8 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements within the County of Riverside are funded through a combination of improvements constructed by the Project, development impact fee programs or fair share contributions. Fee programs applicable to the Project are described below.

8.1 COUNTY OF RIVERSIDE DEVELOPMENT IMPACT FEE (DIF) PROGRAM

The Project is located within the County's Woodcrest Area Plan and therefore will be subject to County of Riverside DIF in an effort by the County to address development throughout its unincorporated area. The DIF program consists of two separate transportation components: the Roads, Bridges and Major Improvements component and the Traffic Signals component. Eligible facilities for funding by the County DIF program are identified on the County's Public Needs List, which currently extends through the year 2020. (6) A comprehensive review of the DIF program is now planned in order to update the nexus study. This will result in development of a revised "needs list" extending the program time horizon from 2010 to 2030.

The cost of signalizing DIF network intersections is identified under the Traffic Signals component of the DIF program. County staff generally defines DIF eligible intersections as those consisting of two intersecting general plan roadways. If the intersection meets this requirement, it is potentially eligible for up to $235,000 of credit, which is subject to negotiations with the County.

8.2 RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF)

The TUMF program is administered by the WRCOG based upon a regional Nexus Study most recently updated in 2016 to address major changes in right of way acquisition and improvement cost factors. (3) This regional program was put into place to ensure that development pays its fair share, and that funding is in place for construction of facilities needed to maintain the requisite level of service and critical to mobility in the region. TUMF is a truly regional mitigation fee program and is imposed and implemented in every jurisdiction in Western Riverside County.

8.3 MEASURE A

Measure A, Riverside County's half-cent sales tax for transportation, was adopted by voters in 1988 and extended in 2002. It will continue to fund transportation improvements through 2039. Measure A funds a wide variety of transportation projects and services throughout the County. RCTC is responsible for administering the program. Measure A dollars are spent in accordance with a voter-approved expenditure plan that was adopted as part of the 1988 election.

8.4 FAIR SHARE CONTRIBUTION

Project improvements may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the County's discretion). When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour, have been provided in Table 7-1 for the applicable deficient study area intersection and for each applicable phase. These fees are collected with the proceeds solely used as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

TABLE 8-1: PROJECT FAIR SHARE CALCULATIONS

#	Intersection		Existing	Project Buildout	2045 With Project	Total New Traffic	Project % of New Traffic[1]
3	Washington St. & Van Buren Bl.						
		AM:	3,830	73	6,483	2,653	2.8%
		PM:	3,774	100	5,893	2,119	**4.7%**
9	Wood Rd. & Van Buren Bl.						
		AM:	4,084	81	6,306	2,222	3.6%
		PM:	3,762	109	6,314	2,552	**4.3%**

[1] **BOLD =** Highest fair share percentage is highlighted.

9 REFERENCES

1. **County of Riverside.** *Transportation Analysis Guidelines.* County of Riverside : s.n., December 2020.
2. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.
3. **Western Riverside Council of Governments.** *TUMF Nexus Study, 2016 Program Update.* July 2017.
4. **Transportation Research Board.** *Highway Capacity Manual (HCM).* 6th Edition. s.l. : National Academy of Sciences, 2016.
5. **California Department of Transportation.** California Manual on Uniform Traffic Control Devices (CA MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CA MUTCD).* 2014, Updated March 30, 2021 (Revision 6).
6. **Willdan Financial Services.** *County of Riverside Development Impact Fee Study Update.* County of Riverside : s.n., 2013.

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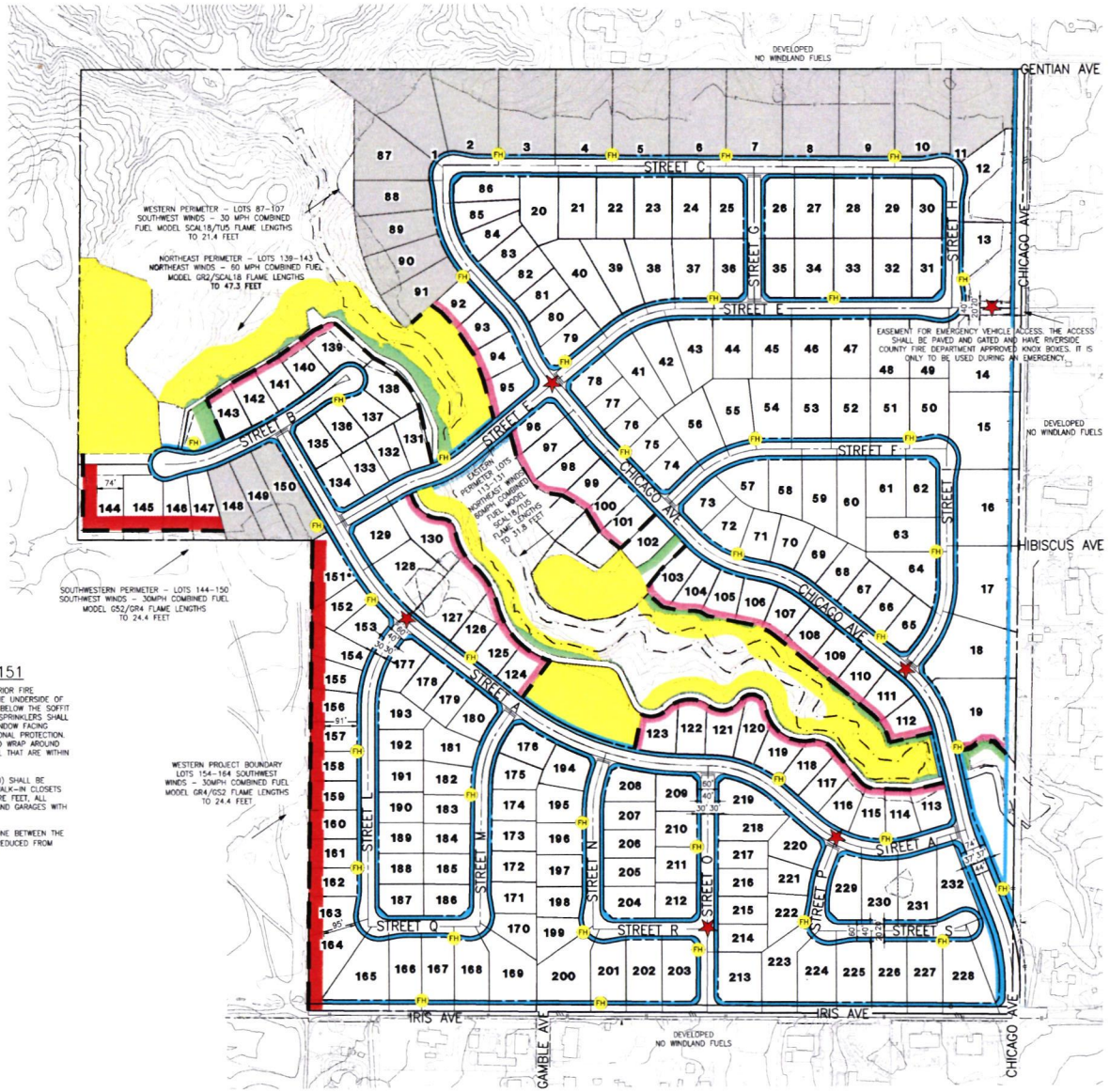
IN THE COUNTY OF RIVERSIDE, CALIFORNIA

ARROYO VISTA FUEL MODIFICATION PLAN

TRACT MAP 38510

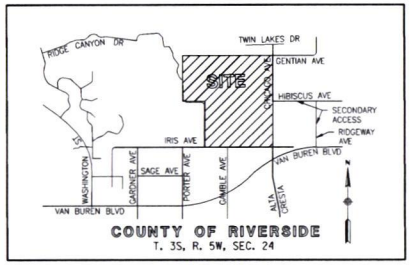


*NOTES FOR LOT 151

1. THE HOME SHALL HAVE THE INTERIOR FIRE SPRINKLER SYSTEM EXTENDED TO THE UNDERSIDE OF THE SOFFIT OR HIGH ON THE WALL BELOW THE SOFFIT THAT FACES WILDLAND FUELS. FIRE SPRINKLERS SHALL ALSO BE INSTALLED ABOVE EACH WINDOW FACING WILDLAND FUELS TO PROVIDE ADDITIONAL PROTECTION. THESE FIRE SPRINKLERS SHALL ALSO WRAP AROUND THE STRUCTURE ON EACH SIDE WALL THAT ARE WITHIN 40 FEET OF WILDLAND FUELS.

2. FIRE SPRINKLERS (PER NFPA 13D) SHALL BE INSTALLED – THIS SHALL INCLUDE WALK–IN CLOSETS OR ROOMS IN EXCESS OF 55 SQUARE FEET, ALL BATHROOMS REGARDLESS OF SIZE, AND GARAGES WITH LIVING SPACES ABOVE THE GARAGE.

3. CREATE A 20 FOOT NO BUILD ZONE BETWEEN THE STRUCTURE AND WILDLAND FUELS (REDUCED FROM THE CURRENT 40 FEET).



VICINITY MAP

NOT TO SCALE

OWNER
P & F INVESTMENT COMPANY
17100 PIONEER BLVD., SUITE 290
ARTESIA, CA 90701
PHONE (562) 775–4262
CONTACT: KWANG–TIEN HO

APPLICANT
TTLC RIVERSIDE CHICAGO, LLC
4350 VON KARMAN AVE., SUITE 200
NEWPORT BEACH, CA 92660
PHONE (925) 331–7006
CONTACT: MICHAEL TORRES

ENGINEER
RICK ENGINEERING COMPANY
1770 IOWA AVE., SUITE 100
RIVERSIDE, CA 92507
(951) 782–0707
CONTACT: RICHARD O'NEILL

ARROYO VISTA DEVELOPMENT - TTM 38510
LEGEND - FIRE PROTECTION PLAN MAP
UNINCORPORATED RIVERSIDE COUNTY, CALIFORNIA

Symbol	Description
Not Shown	**FUEL TREATMENT ZONE 0 (LOT OWNER MAINTAINED)** - An irrigated zone that is cleared of all existing plants that is 5 feet in width beginning at the outer wall of each structure. No combustible material or plants are allowed in this zone. Plants are limited to small plants typically less than 1 foot in height and that will not spread more than 1 foot. Usually these plants are placed in containers that are located between windows and doors. See written Fire Protection Plan for additional information.
No Color	**FUEL TREATMENT ZONE 1A (LOT OWNER MAINTAINED)** - The lot owner shall plant their lot with fire resistant vegetation and maintain it to Zone 1A criteria. Plants listed in the Prohibited Plant List found in Appendix A of the Fire Protection Plan shall not be planted. Zone 1A shall extend outward from Zone 0 for a distance of 45 feet. Maintenance will be on-going throughout the year as needed. Zone 0 plus Zone 1A will result in 50 feet of irrigated landscaping. The area is permanently irrigated and regularly maintained. See Fire Protection Plan for details. In larger lots that have over 50 feet between the rear of the home and the lot boundary, the area within 100 feet of the home shall be treated to Zone 2 criteria by the lot owner.
	FUEL TREATMENT ZONE 1B (HOA MAINTAINED) - A common area that is maintained to Irrigated Zone 1A criteria shown above by the HOA. It includes all manufactured slopes and level areas located within 50 feet of a home. This zone is often located in and surrounding water quality basins designed to retain runoff from precipitation. See written Fire Protection Plan for details.
	FUEL TREATMENT ZONE 2 (HOA MAINTAINED) - Areas located within 50 and 100 feet from each structure that are thinned within an owners lot or to protect an adjacent structure. This zone will frequently interlink to adjacent lot owners Zone 1A or HOA Zone 1B. This area may include small clusters of trimmed fire resistance native plants up to 18 inches in height and trimmed native trees limbed up to 6 feet from the ground where 50% of the vegetation is removed. The zone may include irrigated or temporarily irrigation needed for specimen shrub and tree establishment for revegetation. Selected native plant clusters over 18 inches in height must be separated by at least 1 1/2 times the mature height of the retained plants. Ground cover, native plants and grasses shall be weed whipped or mowed to 4" or less in stubble height each year once they dry out. See written Fire Protection Plan for additional details.
	ROADSIDE FUEL TREATMENT (HOA MAINTAINED) - This zone shall be maintained as described in Zone 1b above. This zone is permanently irrigated and is the most critical to safe ingress and egress. Should water supplies become limited, this zone should be the last to have its irrigation stopped. See written Fire Protection Plan for additional for details.
	NO BUILD ZONE (LOT OWNER MAINTAINED) - An area that is 20-feet in width that is maintained to Zone 1A criteria. It is located adjacent to wildland vegetation. No combustible construction including the home shall be located in this zone. The zone is suitable for walkways, water features, gardens, and similar non-combustible uses.
	NO BUILD ZONE 40 FEET (LOT OWNER MAINTAINED) - An area located at the rear of the lot adjacent to wildland fuels that is 40 feet in width that is maintained to Zone 1A criteria.No combustible construction including the home shall be located in this zone.
	SETBACK ZONE (ESTABLISHED BY BUILDER) - Homes built on these lots shall be setback from the rear property line and or from the Project boundary a minimum of 100 feet. This will provide space for 100 feet of fuel treatment within each lot.
	SOLID NON-COMBUSTIBLE WALL - A solid non-combustible radiant and convective heat deflection wall 6 feet or height shall be located as shown to both interrupt radiant and convective heat from a wildfire. It shall also serve to trap a large number of wind blown embers and reduce fire behavior adjacent to it. See written Fire Protection Plan for details.

Prepared for: TTLC Riverside Chicago, LLC.
4350 Von Karmon Ave., Suite 200
Newport Beach, CA 92660

Prepared By: FIREWISE2000, LLC.
PO Box 339
Lower Lake, CA 95457
Telephone: 760-745-3947
info@firewise 2000.com

SYMBOL LEGEND

SYMBOL	DESCRIPTION
	Emergency/Fire Access Way Entrance
FH	The FH (fire Hydrant) symbol is shown for reference only. Each fire hydrant is to be installed per Riverside County Fire Department requirements.

GRAPHIC SCALE: 1"=150'

Certified By

January 20, 2023

Mel Johnson, Owner Date

FIREWISE2000, LLC
PO Box 339
Lower Lake, CA 95457
Phone: (760) 745-3947
info@firewise 2000.com

RICK ENGINEERING COMPANY
1770 IOWA AVE, SUITE 100
RIVERSIDE, CA 92507
951.782.0707
rickengineering.com

TTLC ARROYO VISTA
FUEL MODIFICATION PLAN
TRACT MAP 38510

PROJECT NO:	19427	SCALE:	1"=150'
DRAWN BY:	JMA/ARC	DATE:	1/11/2023

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ARROYO VISTA DEVELOPMENT
FIRE PROTECTION PLAN
Tentative Tract Map 38510
APNs: 245-300-001, 245-300-004
WOODCREST, CALIFORNIA



January 20, 2023

Owner: TTLC Arroyo Vista , LLC
4350 Von Karman Ave, Suite 200
Newport Beach, CA 92660

Prepared by: Herbert Spitzer, Senior Wildland Fire Associate
*Fire*wise2000, LLC

Certified by:

Mel Johnson, Owner
*Fire*wise2000, LLC
PO Box 339
Lower Lake, CA 95457
760-745-3947

Arroyo Vista Development – TTM 38510
Fire Protection Plan
Table of Contents

Section	Page
1.0 General Description	1
1.1 General Information	2
1.2 Relevant Codes and Standards	3
1.3 Hazardous Vegetation and Fuels – Laws and Regulations	3
2.0 Wildland Fire Hazard and Risk Assessment	3
2.1 On & Off-Site Fire Hazard and Risk Assessment	3
2.2 Critical Wildfire Concerns	11
2.3 Fire History	12
2.4 Weather Review and Assessment	13
2.5 Predicting Wildland Fire Behavior	13
2.6 Wildland Fire Behavior Calculations for the Off-site and On-site Vegetative Fuels	14
3.0 Assessing Structure Ignitions in the Wildland/Urban Interface	17
3.1 Firebrands	17
3.2 Radiant Heat/Direct Flame Impingement	18
3.3 Fire Resistant Plant Palette	19
4.0 Fire Department Response Times	19
5.0 Fire Protection Zone Descriptions and Recommended Treatments	20
5.1 Fuel Treat Zone 0	22
5.2 Fuel Treatment Zone 1A - Lot Owner Maintained	22
5.3 Fuel Treatment Zone 1B – HOA Maintained	24
5.4 Fuel Treatment Zone 2 – HOA Maintained	25
5.5 Roadside Fuel Treatment – HOA Maintained	25
5.6 No Build Zone	25
5.7 No Build Zone 40 Feet	26
5.8 Setback Zone	26
6.0 Construction Standards	26
6.1 Pre-Construction Requirements	27
6.2 Additonal Construction Requirements - All Lots	27
6.3 Additional Construction Requirements – Lots 19, 91-127, 130, 131, 138-149 and 152-155	27

7.0 Mandated Inclusions in the Arroyo Vista Covenants and Agreements 29

8.0 Infrastructure 30
8.1 Water Supply 30
8.2 Access Roads/Driveways and Gates 30
8.3 Fire Protection Access Ways 31

9.0 Homeowner Education & Requirements 31

10.0 Conclusions 33

11.0 Fire Protection Plan Map 34

APPENDICES

Prohibited Plant List **APPENDIX 'A'**

Literature Referenced **APPENDIX 'B'**

Non-combustible & Fire-Resistant Building Materials **APPENDIX 'C'**

Ignition Resistant Construction Requirements **APPENDIX 'D'**

Site Plan **APPENDIX 'E'**

Example of a View Wall **APPENDIX 'F'**

Evacuation Checklist – What to Take **APPENDIX 'G'**

ARROYO VISTA DEVELOPMENT
Tentative Tract Map 38510
FIRE PROTECTION PLAN
WOODCREST, CALIFORNIA
JANUARY 20, 2023

Executive Summary

This Fire Protection Plan (FPP) evaluated the proposed Arroyo Vista Development to ensure it does not unnecessarily expose people or structures to fire risks and hazards. The FPP has identified and prioritized the measures necessary to mitigate those impacts. The FPP has considered the property location, topography, geology, combustible vegetation (fuel types), climatic conditions and fire history. It has also considered water supply, access, structure ignitability and ignition resistant building materials, fire protection systems and equipment, impacts to existing emergency services, defensible space, and vegetation management.

The project was analyzed to identify potential adverse impacts and to identify adequate measures for impacts resulting from wildland fire hazards. The evaluation determined that the Riverside County Fire Department (RCFD) and the California Department of Forestry and Fire Protection (CAL FIRE) along with nearby fire departments will be able to provide adequate emergency services. CAL FIRE (under the State Responsibility Area Agreement) as well as other fire departments and fire protection districts, can be requested under a Mutual Aid agreement to respond in the event of a wildfire event in the area. Response times and the proximity of the development to the Wildland Urban Interface (WUI), in a Very High Fire Hazard Zone require that fire sprinklers be installed in all new residences.

In addition, this FPP lists fuel treatment requirements to mitigate the exposure of people or structures from a significant risk of loss, injury, or death from wildland fires. Zones 0, 1A, and 1B will be irrigated landscaped zones consisting of fire resistant and maintained plantings. Zone 1B is a permanently irrigated zone that is maintained by the HOA which includes manufactured slopes and areas with water quality basins located in proximity to structures.

Finally, this plan and its requirements will be incorporated by reference into the final project Conditions of Approval to ensure compliance with all current codes/regulations and significant standards.

ARROYO VISTA DEVELOPMENT
FIRE PROTECTION PLAN
Woodcrest, California

1.0 GENERAL DESCRIPTION

The Arroyo Vista Project (Project) is located northwest of the intersection of Chicago Ave and Iris Ave in the unincorporated area of Woodcrest, Riverside County, California. The proposed project is located within a declared High Fire Hazardous Zone. Arroyo Vista is a planned community (see Photo No. 1) for which this plan was developed. Once the project is completed, over 233 residential lots will be added to Riverside County. The Riverside County Fire Department (RCFD) contracts with CalFire for wildland fire protection and is the fire authority for the Project.

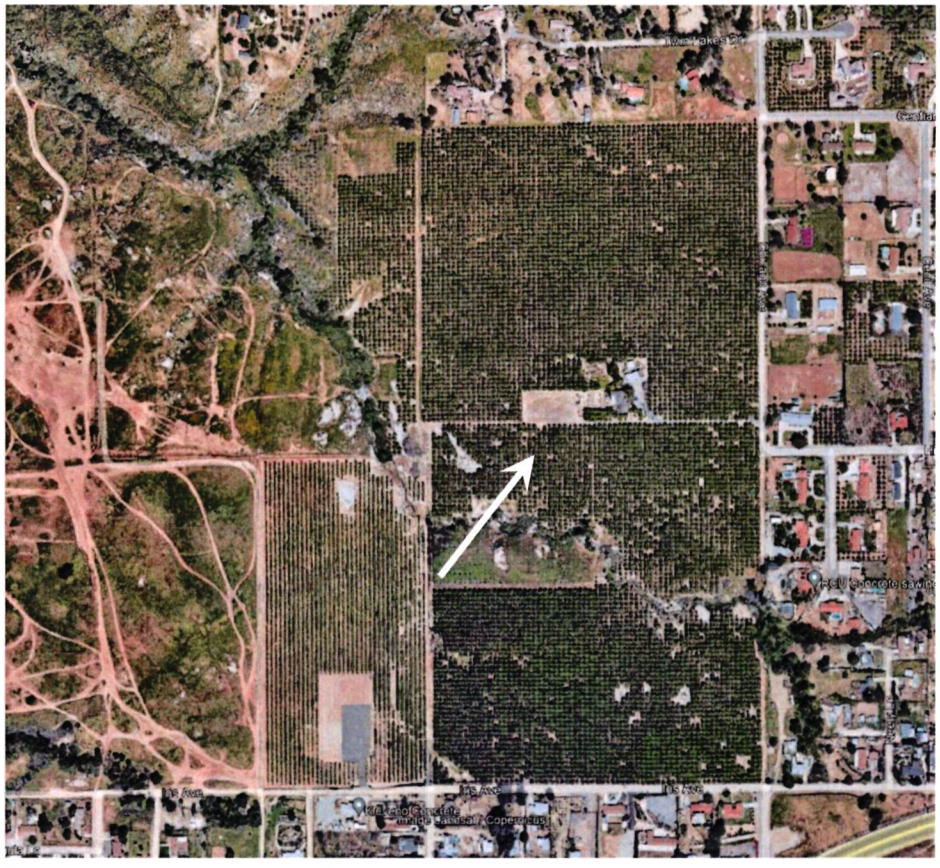


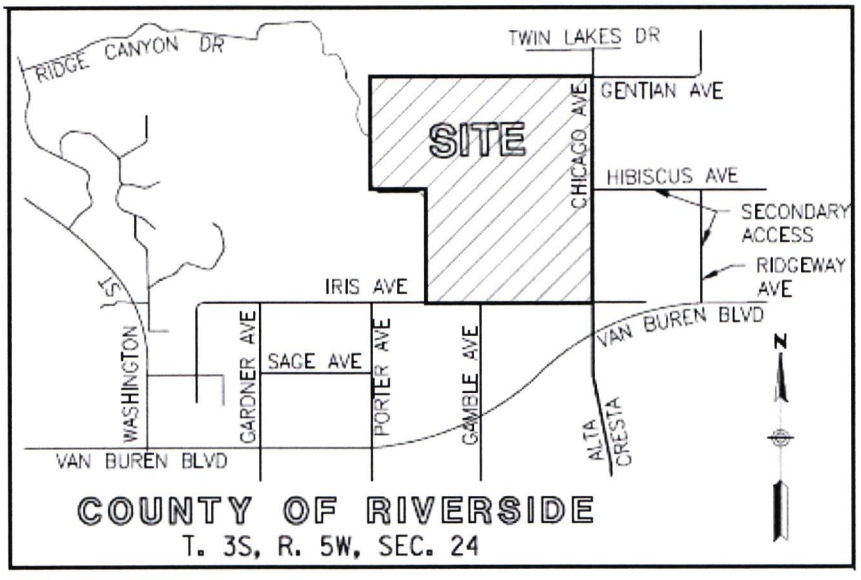
Photo 1 – Aerial photo of the Project area. *The arrow points to the approximate center of the Project. Note the eastern and southern sides of the project abuts existing development. To the Northwest and west, wildland fuels exist that are a wildland fire concern.*

A Fire Protection Plan (FPP) must be submitted to and approved by the RCFD. The FPP assesses the overall on-site and off-site wildland fire hazards and risks that may threaten life and property associated with the proposed Arroyo Vista development. In addition, the FPP establishes both short-term and long-term fuel treatment actions required to minimize any projected wildland fire hazards and assigns annual maintenance responsibilities for each of the required fuel treatment actions. Maintenance of fuel treatment zones will be performed by the lot owner within their lot and the Arroyo Vista Homeowners Association (HOA) for common areas.

1.1 General Information

Developer/Applicant:	TTLC Arroyo Vista, LLC 4350 Von Karmon Ave., Suite 200 Newport Beach, CA 92660
Approving Departments:	
Fire Authority:	Riverside County Fire Department
Water:	Western Municipal Water District

The proposed planned development calls for the building of 233 single-family homes on 140.8 gross acres. These homes will be a combination of one- and two-story structures. A vicinity map can be seen in Figure 1 below:



VICINITY MAP

NOT TO SCALE

Figure 1 – Vicinity Map

1.2 Relevant Building Codes and Standards

Requirements of this FPP are based upon requirements listed in the 2019 California Fire Code, Chapter 49, Public Resources Code, Sections 4201 through 4204, and Government Code, Sections 51175 through 51189, or other areas designated by the enforcing agency to be at a significant risk from wildfires. It is also based on other codes and standards with Local Amendments as required; Chapter 7A-California Building Code; 2019 California Residential Code sections R337; National Fire Protection Association Standards (NFPA) 13-D, 2019 Edition, Riverside County Health, and Safety Code - Declaration of Nuisance 6.15.020, and supporting guidelines, the California State and Local Responsibility Area Fire Hazard Severity Zone Map; and NFPA Standard 1140.

1.3 Hazardous Vegetation and Fuels Around Buildings - Laws and Regulations

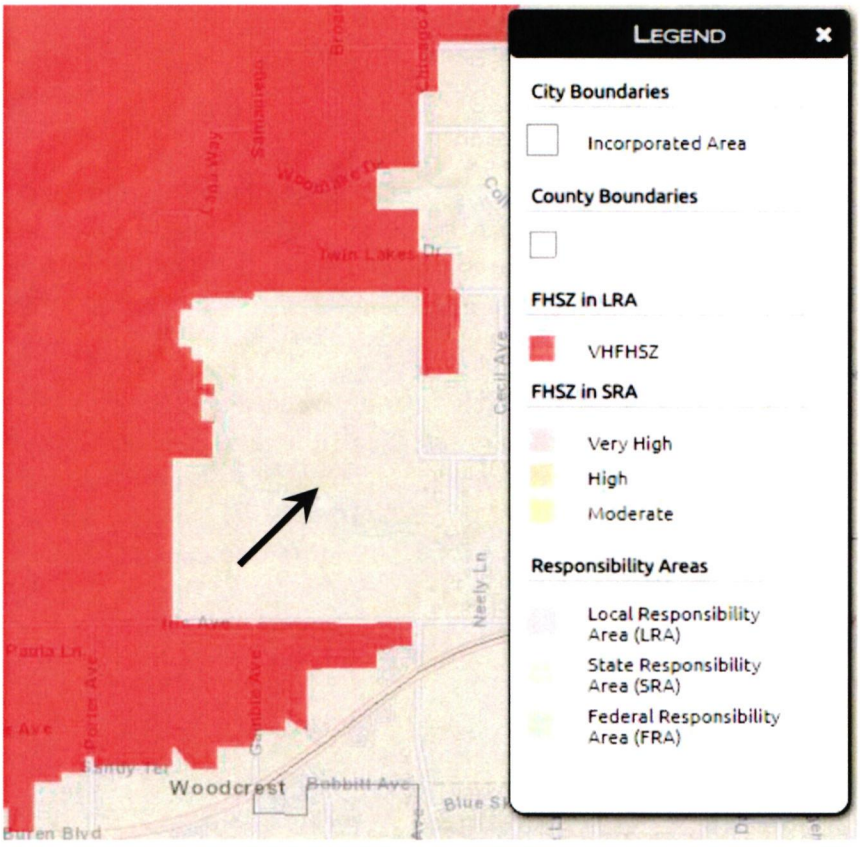
The following laws and regulations guide the requirements for Fire Protection. These include the following: Public Resources Code, Section 4291. California Code of Regulations, Title 14, Division 1.5, Chapter 7, Subchapter 3, Section 1299 (see guidance for implementation "General Guideline to Create Defensible Space"). California Government Code, Section 51182. California Code of Regulations, Title 19, Division 1, Chapter 7, Subchapter 1, Section 3.07, and Riverside County Ordinances; 787.9 and 460.154.

2.0 WILDLAND FIRE HAZARD AND RISK ASSESSMENT

The following hazard and risk assessment is based upon historical weather data and existing and forecasted vegetation that would exist in a climax plant community. Wildfire risk is a measure of the chance of a fire starting, as determined by the presence and activity of causative agents. The fire hazard is the result of a combination of vegetation, topography, weather, and the threat of fire to life and property that create difficult and dangerous conditions. The primary focus of this document is mitigation of the fire hazard and to a lesser extent, the reduction of risk of a fire starting within the tract.

2.1 On and Off-Site Fire Hazard and Risk Assessment

A portion of the project is located in a designated Very High Fire Hazard Severity Zone (VHFHSZ) as shown in the map below. It should be noted that at the time this map was created, nearly all the project site was agricultural with a large citrus orchard being present. Thus, at the time of this map's creation, the orchard did not present a wildland fire problem. That orchard has since been removed. The site, if not disturbed, will over time grow back from seed disseminated from adjacent wildlands or lying dormant in the soil. The Riverside County Fire Department Strategic Planning Division would at some point in the future reevaluate the entire County wildland fire hazard and would at that time most likely change the project area to either a high or a VHFHSZ designation. The County is thus justified in securing a FPP for the entire project site at this time.



Map of the Very High Fire Hazard Severity Zone for the Project as it was evaluated previously by the State. This map was based on the prior presence of a large orchard covering most of the Project site. As a result, most of the area is not shown as being in a VHFHSZ. The arrow points to the approximate center of the Project.

The Proposed Arroyo Vista development is located in lightly sloping terrain with short drainages with moderately steep slopes. To the northwest corner of the project is an area of approximately 16 acres that contains a proposed open space and a Water Quality Basin. In most cases, this area will be located over 100 feet from any structure. Fuel treatment on portions of the perimeter will be required to provide adequate fire protection. When the required 100 feet of fuel treatment cannot be established, additional building features are required. See Appendix 'F' for a site plan of the Project to aid in the visualization of the layout and descriptions that follow.

An intermittent stream with associated trees and shrubs runs from the southeast to the northwest. Hillsides to the northwest consist of primarily undisturbed vegetation (see Photo 2). On-site vegetation within lot boundaries and roadways will be completely removed during grading.

In assessing the wildland fire hazard to the proposed Project, it is necessary to consider plant succession and the climax plant communities. The fire behavior vegetation types described below, in the cardinal directions of north through west, are the most likely climax plant communities that

will exist without human intervention and the ones utilized for planning purposes. Several of the descriptions include interior wildland fire exposures such as those that will exist along the intermittent streambed where undeveloped land abuts several interior lots.



Photo 2 – Undisturbed Vegetation Located Northwest of the Project *- primarily consists primarily of Scattered Sage and Buckwheat with grass located within the openings. Due to current drought conditions, grass species are likely stunted and would likely be larger under normal rainfall. Most of the Project site consists of disturbed vegetation.*

Northern Exposure

The Northern Project Boundary abuts both developed and undeveloped land as shown in Photo 3. Fuels on the nearby land to the north consist of a combination of Sage/buckwheat, grass, and weeds. Most of the perimeter lots along the northern boundary area are nearly an acre in size that will provide ample room for onsite fuels treatment if the homes are sited in the southern portion of each lot.

Interior Lots 138-143 will all have wildland fire exposure from the north. These lots abut Channel/Open Space Lot 'E' as shown on the Fire Protection Plan Map, Section 11.0. Several interior lots are to be located adjacent to wildland fuels located adjacent to the Channel/Open Space Lot 'F'. A trail is to be located along the south side of the lot above the streambed which will provide a means of performing fuel treatment maintenance and create a small barrier to wildland fire spread.

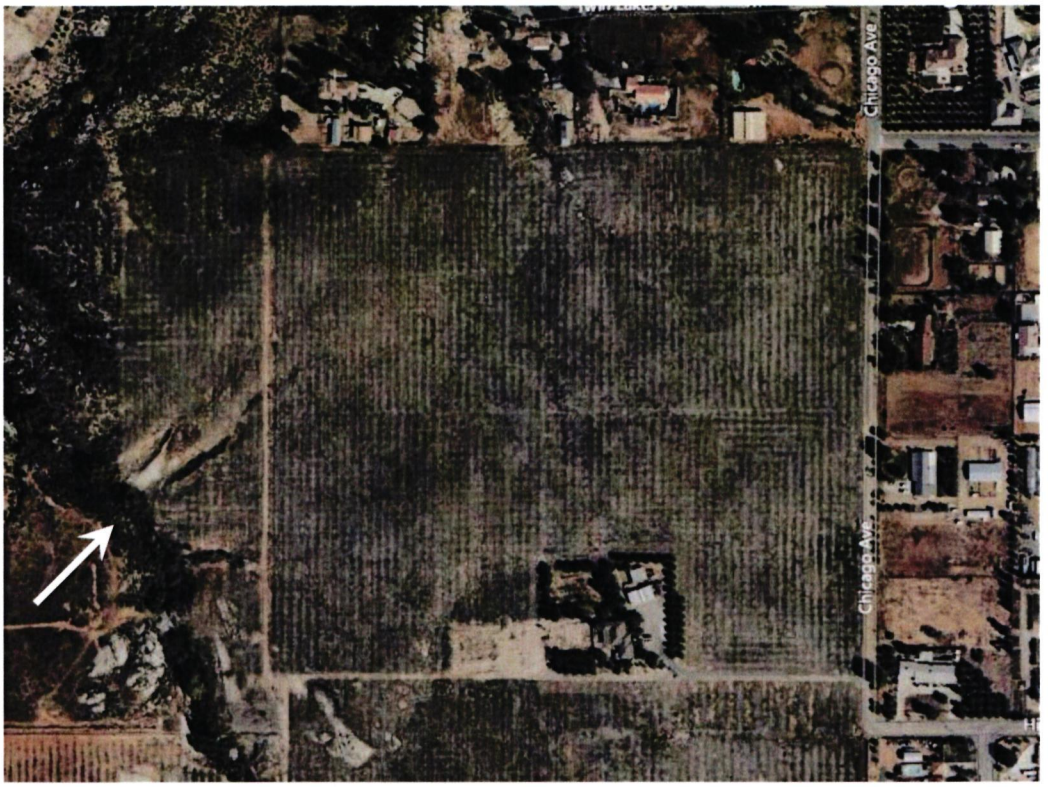


Photo 3 – Aerial Photo of the Northern Project Boundary. *All lots that abut the adjacent community will be approximately 1 acre in size allow ample space for fuel modification. The area within the Project that is located to the northwest, not in view, is currently undeveloped. A portion of this land including the intermittent streambed designated by the arrow will be designated as open space within the Project.*

The climax vegetation likely to exist along the northern exposure of the interior lots can be best described as a combined fuel model of Fuel Model gs2 – Moderate load, dry climate grass-shrub (70%) and SCAL18 – Sage/Buckwheat (30%). Slopes in this area range up to 25 percent and uphill which increases fire behavior.

Eastern Exposure

The eastern boundary of the project abuts existing development as shown in Photo 4. No wildland fire behavior calculations are thus presented for the eastern boundary of the project. However, within the project, Lot 'F' described as a Channel/Open Space lot exists. This interior lot runs from the southeast toward the northwest as shown in the site plan (Appendix E). All the homes that abut this lot will have wildland fire exposures from the east that will need to be mitigated.



Photo 4 *– North view along the eastern project boundary from Iris Ave. toward the future eastern entrance of Chicago Ave. The area to the east of the Project is developed. The group of palm trees seen in the photo above is located in an intermittent streambed within Lot F, designated as Channel/Open Space.*

Existing trees within Lot F can be seen in Photos 3 and 4. Tree species growing include a variety of palms, willows, and California Pepper Trees. Below this canopy are found a variety of shrubs including but not limited to Coyote Bush, buckwheat, sage, and Tree Tobacco.



***Photo 5**- View of the tree canopy growing within the intermittent stream channel in what will be Lot F. Trees that exist in the channel include but are not limited to a variety of palms, willow and California Pepper. Willows, being deciduous trees, are typically fire resistant when properly maintained.*

The worst-case vegetation types are likely to exist as climax vegetation along the west side of Lot F, that is subject to a wildland fire from the east includes lots 113 – 131, 138 and 139. The likely fuels can be best described as a combined fuel model of SCAL18 – Sage/Buckwheat (70%) and tu5 – Very high load, dry climate timber-scrub (30%). Hillside slopes within the channel range from 15 to 35 percent.

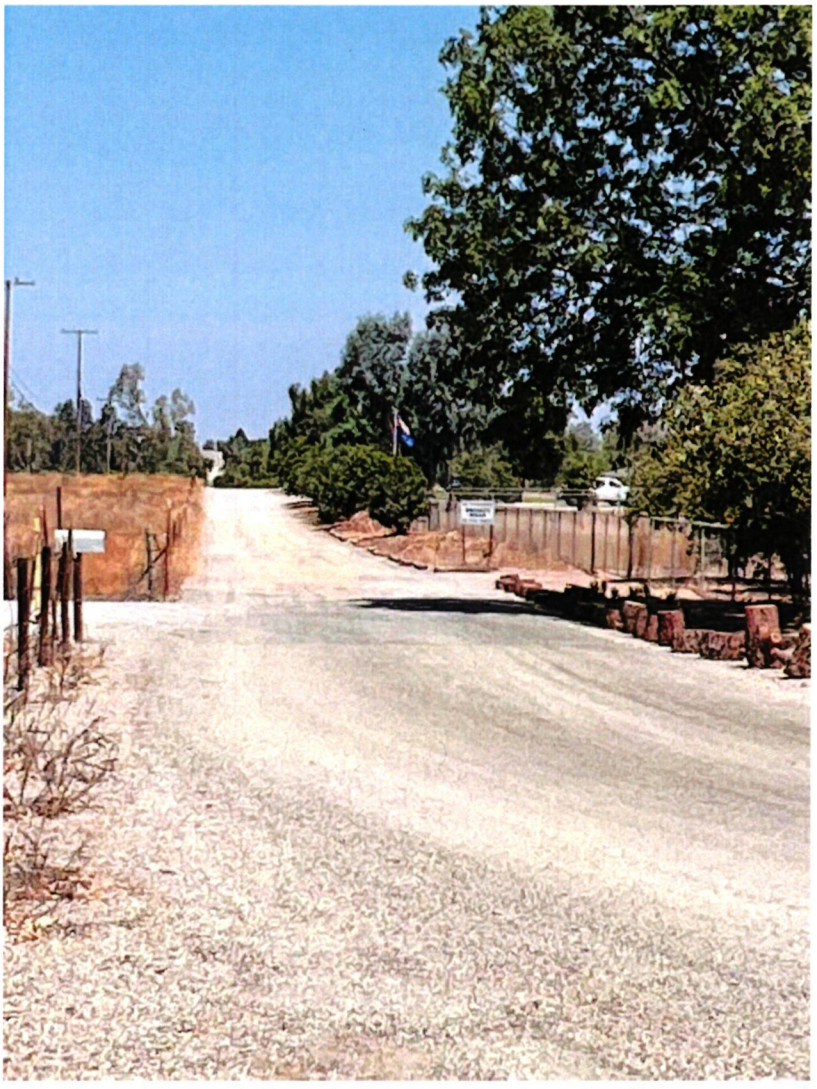


Photo 6– *Looking north along the eastern project boundary (Chicago Avenue). Note the existing development along the right side of this photo. This development creates a barrier to wildfire establishment and spread.*

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Southern Exposure

A large portion of the southern boundary will abut Iris Ave, a paved roadway that extends from Chicago Ave. westward to Gamble Avenue for a distance of approximately a quarter of a mile. Beyond Gamble Ave., the roadway narrows and eventually turns into a dirt roadway. Along this portion of Iris Ave, existing homes and development exist along the south side of the roadway (See Photo 7). As a result, few wildland fuels remain as the existing property owners maintain their property. A view of the southern boundary can be seen in Photo 7.

To the south of lots 145-151 on adjacent property, wildland fuels will remain. The land is currently lightly vegetated due to a combination of ATV use and drought. The dominant plants

consist of grass, mustard, tumbleweed, and other herbaceous native and non-native species. The topography in this area is nearly level to downhill into the project with 10 percent slopes.

The worst-case vegetation types likely to exist as climax vegetation along the south side of lots 145-151 is a combined fuel model of gr4 – Moderate load, dry climate grass (70%) and gs1 – Low load, dry climate grass-shrub (30%).



Photo 7 – *Looking east along Iris Ave. and a portion of the southern side of the Project. Homes are to be built along the left side of the photo or the north side of Iris Ave. There is sufficient room within the project for on-site fuel treatments to abate the fire hazard for a fire spreading to the north..*

Western Exposure

The entire western project boundary abuts wildland fuels as can be seen in Photo 8. To the Project's benefit, the repeated disturbance by ATV's has currently reduced wildland fuels and thus potential fire behavior but also increases the risk of a wildfire starting.

The western portion of the Project perimeter includes lots 144, 145 152, 153, and 155-165 have wildland exposures from the west. The likely climax vegetation type is a combined fuel model of gr4 – Moderate Load, Dry Climate Grass (70%) and gs2 – Moderate load, Dry Climate Grass-shrub (30%) for fire behavior planning purposes. The moderate load grass would likely occur following above average rainfall winters. Slopes range from level to 5 percent.



Photo 8 – Aerial Photo of Western Project Boundary. *The white arrow indicates where the homes will exist and be exposed to wildfires from the south and from the west. Note the high ATV activity which has resulted in bare ground. The black arrow points to where lots 87-91 will exist,also exposed to wildfire from the west. Note the intermittent streambed adjacent to where these lot will exist.*

Within the Project, west of lots 1 and 87-113, the most likely climax wildland vegetation consists of a combined fuel model of SCAL18 – Sage/Buckwheat (80%) and tu5 – Very high load, dry climate timber-grass-shrub (20%). Slopes in this area range up to 45 percent within the drainage formed by the intermittent streambed.

2.2 Critical Wildfire Concerns

The most critical weather pattern to the Project area is a hot, dry offshore wind, typically called a Santa Ana. Such wind conditions are usually associated with strong (60 MPH), hot, dry winds

with very low (<15%) relative humidity. Santa Ana winds originate over the dry desert land and can occur anytime of the year; however, they generally occur in the late fall (September through November). This is also when non-irrigated vegetation is at its lowest moisture content. Perimeter homes located on the northern and eastern boundaries (See Fire Protection Plan Map, Section 11.0) are subject to these winds and fire behavior.

The undeveloped areas adjacent to and within the project can contribute to a damaging wildland fire event. Any wind or topography driven wildfire burning under a northeastern (*Santa Ana*) wind to the north and east of the development or a wildfire burning under a typical southwestern wind to the west or south of the development can create a wildland fire hazard to the proposed structures due to wind-blown embers. Wildland fires starting north of the proposed residences on a typical fire day with a southwest wind will burn away from the proposed structures and will generally not be a significant wildland fire hazard. A wildland fire starting to the west of the development on a Santa Ana wind event day will also burn away from the development.

The installation of Chapter 7A of the California Building Code construction features will mitigate against the wind-blown ember threat (see Section 6.0 for a discussion of these features). The goal of this FPP is to prevent the loss of lives, buildings, and personal property when wildfires occur with the challenge of developing well planned home sites adjacent to wildland vegetation located within protected habitat. This goal is accomplished by requiring homes to be built with ignition resistant materials, as described in Chapter 7A of the California Building Code, and properly designing and maintaining fuel treatments that will safely mitigate the fire hazard to insignificant levels. When the required fuel treatments cannot be met, additional construction features shall be required.

2.3 Fire History

There has been a history of a large wildland fire burning in the area. A large wildland fire being defined is one that burns over 100 acres. Shown in Figure 2 is the fire history for the past 51 years for the project and surrounding area. The most recent fire shown burned to the west of the project. Fire history data was obtained from Cal Fire. Note, not all wildland fires are mapped. There were very likely other smaller fires. Fires of less than 100 acres are not shown unless they do significant damage or loss of life. It is likely that there were other wildland fires that have occurred, they just did not become large enough or very significant to be included in this data.



Figure 2 – Large Fire history *- on and surrounding the project site. The white arrow points to the project site. This is data for the period 1970 to 2021. The most recent fire burned the orange shape located west of the project site. It was not named but occurred in 1979.*

2.4 Weather Review and Assessment

Weather data was obtained from the RAWS (Remote Automatic Weather Station) network. The closest station to the project area is the Clark RAWS. RAWS are installed for the purpose of monitoring wildland fire weather. The Clark RAWS is located at an elevation of 1,720 feet at Latitude 33° 52' 36" and Longitude 117° 18' 32". This station is approximately 200 feet higher in elevation and located approximately 3.0 miles from the project. This station is thus an excellent choice for historic weather.

2.5 Predicting Wildland Fire Behavior

The BEHAVE 6.0.0 Fire Behavior Prediction and Fuel Modeling System developed by USDA–Forest Service research scientists Patricia L. Andrews and Collin D. Bevins at the Intermountain Forest Fire Laboratory, Missoula, Montana, is one of the best systematic methods for predicting wildland fire behavior. The BEHAVE Plus fire behavior computer modeling system is utilized by wildland fire experts nationwide.

Wildland fire managers use the BEHAVE modeling system to project the expected fire intensity, rate-of-spread and flame lengths with a reasonable degree of certainty for use in Fire Protection Planning purposes. ***FIREWISE2000, LLC***. used the BEHAVE 6.0.0 Fire Behavior Prediction Model to make the fire behavior assessments for the Arroyo Vista development which are presented below.

2.6 Wildland Fire Behavior Calculations for the On- Site and Off-Site Hazardous Vegetative Fuels

Wildland fire behavior calculations have been projected for the hazardous vegetative fuels on the undeveloped areas that are located in proximity to proposed perimeter structures or structures within the project exposed to wildland fuels. These structures have the highest exposure to radiant and convective heat and therefore the most hazard (see the Fire Protection Plan Map). These projections are based on scenarios that are "worst case" Riverside County fire weather assumptions in the vicinity of the project area.

Over the past decade, California and much of the Western United States has been experiencing increased fire behavior from what was typically seen in the past as documented by firefighters from multiple agencies. It is due in part to our warming climate, which frequently results in lower relative humidity over prolonged periods of time in turn resulting in lower moisture content in both living and dead wildland fuels. When fuels are drier, they burn hotter and are easier to ignite, especially on hot days as the fuel temperature is closer to its ignition temperature. The fire behavior calculation inputs for anticipated fuel moistures have been adjusted to account for climate change and thus, better represent "worst case" weather. The downward fuel moisture adjustment results in approximately a 5 foot increase in flame lengths in fuels that contain brush and related species.

The scenarios which follow include the projected fire behavior under worst case wildland fuel and weather conditions and the expected fire behavior following the herein described fuel treatments required in a Vegetation Management Zone 2 described in greater detail in Section 5.4.

Fire Scenario #1, Northern Exposure Lots 139-143 ***Fire Approaching from the North or Northeast*** ***(Late Fire Season With 60 MPH North of Northeast Wind Conditions)***	
Fire Behavior Calculation Input Data • 25 percent slope • 60 mph 20-foot wind speed • 320° slope aspect from north • 45° wind direction from north	**Anticipated Fuel Moistures** * 1-Hour Fine Fuel Moisture of..... 2% * 10-Hour Fuel Moisture of..... 2% * 100-Hour Fuel Moisture of..... 4% * Live Herbaceous Fuel Moisture of..... 30% * Live Woody Fuel Moisture of..... 45%
Expected Fire Behavior **Combined Fuel Model [gs2 – Moderate Load, Dry Climate Grass-shrub (70%) and SCAL18 – Sage/Buckwheat (30%)]**	
Rate of Spread - 488 ft/min	
Fireline Intensity - 24,867 BTU/ft/s	
Flame Length - 47.3 feet	
Expected Fire Behavior in Treated Fuels **Combined Fuel Model - [gr1 – Short Sparse Dry Climate Grass (50%) and tl2 – Low Load Broadleaf Litter (50%)]**	
Rate of Spread - 25 ft/min	
Fireline Intensity - 67 BTU/ft/s	
Flame Length - 3.1 feet	

Fire Scenario #2, Eastern Exposure Lots 113-131, 138 and 139 ***Fire approaching from the North or Northeast*** ***(Late Fire Season With 60 MPH North of Northeast Wind Conditions)***	
Fire Behavior Calculation Input Data • 35 percent slope • 60 mph 20-foot wind speed • 45° slope aspect from north • 45° wind direction from north	**Anticipated Fuel Moistures** * 1-Hour Fine Fuel Moisture of..... 2% * 10-Hour Fuel Moisture of..... 2% * 100-Hour Fuel Moisture of..... 4% * Live Herbaceous Fuel Moisture of..... 30% * Live Woody Fuel Moisture of..... 45%
Expected Fire Behavior **Combined Fuel Model [SCAL18 – Sage/Buckwheat (80%) and tu5 – Very high load, dry climate timber-grass-shrub (20%)]**	
Rate of Spread - 123 ft/min	
Fireline Intensity - 10,475 BTU/ft/s	
Flame Length - 31.8 feet	
Expected Fire Behavior in Treated Fuels **Combined Fuel Model - [gr1 – Short Sparse Dry Climate Grass (60%) and tl2 – Low Load Broadleaf Litter (40%)]**	
Rate of Spread - 30 ft/min	
Fireline Intensity - 67 BTU/ft/s	
Flame Length - 3.1 feet	

Fire Scenario #3, Southern Exposure adjacent to Lots 145-151 ***Fire Approaching from the South or Southwest*** ***(Late Fire Season With 30 MPH West or Southwest Wind Conditions)***	
Fire Behavior Calculation Input Data • 10 percent slope • 30 mph 20-foot wind speed • 0° slope aspect from north • 225° wind direction from north	**Anticipated Fuel Moistures** * 1-Hour Fine Fuel Moisture of..... 2% * 10-Hour Fuel Moisture of..... 3% * 100-Hour Fuel Moisture of..... 4% * Live Herbaceous Fuel Moisture of..... 30% * Live Woody Fuel Moisture of..... 55%
Expected Fire Behavior Combined Fuel Model [gr4 – Moderate load, dry climate grass (70%) and Gs2 – Moderate load, dry climate grass-shrub (30%)]	
Rate of Spread - 513 ft/min	
Fireline Intensity - 5,871 BTU/ft/s	
Flame Length - 24.4 feet	
Expected Fire Behavior in Treated Fuels Combined Fuel Model - [gr1 – Short Sparse Dry Climate Grass (50%) and Tl2 – Lo2 Load Broadleaf Litter (50%)]	
Rate of Spread - 25 ft/min	
Fireline Intensity - 67 BTU/ft/s	
Flame Length - 3.1 feet	

Fire Scenario #4, Western Project Boundary Lots 152, 153 & 155-165 ***Fire Approaching from the South or Southwest*** ***(Late Fire Season With 30 MPH South or Southwest Wind Conditions)***	
Fire Behavior Calculation Input Data • 5 percent slope • 30 mph 20-foot wind speed • 220° slope aspect from north • 225° wind direction from north	**Anticipated Fuel Moistures** * 1-Hour Fine Fuel Moisture of..... 2% * 10-Hour Fuel Moisture of..... 3% * 100-Hour Fuel Moisture of..... 4% * Live Herbaceous Fuel Moisture of..... 30% * Live Woody Fuel Moisture of..... 55%
Expected Fire Behavior Combined Fuel Model [gr4 – Moderate Load, Dry Climate Grass (70%) and gs2 – Moderate load, Dry Climate Grass-shrub (30%)]	
Rate of Spread - 529 ft/min	
Fireline Intensity - 5,881 BTU/ft/s	
Flame Length - 24.4 feet	
Expected Fire Behavior in Treated Fuels Combined Fuel Model - [gr1 – Short Sparse Dry Climate Grass (50%) and Tl2 – Low Load Broadleaf Litter (50%)]	
Rate of Spread - 25 ft/min	
Fireline Intensity - 67 BTU/ft/s	
Flame Length - 3.1 feet	

Fire Scenario #5, Lots 1 & 87-112 West Exposure ***Fire Approaching from the South or Southwest*** ***(Late Fire Season With 30 MPH South or Southwest Wind Conditions)***	
Fire Behavior Calculation Input Data • 35 percent slope • 30 mph 20-foot wind speed • 225° slope aspect from north • 225° wind direction from north	**Anticipated Fuel Moistures** * 1-Hour Fine Fuel Moisture of..... 2% * 10-Hour Fuel Moisture of..... 3% * 100-Hour Fuel Moisture of..... 4% * Live Herbaceous Fuel Moisture of..... 30% * Live Woody Fuel Moisture of..... 55%
Expected Fire Behavior **Combined Fuel Model [SCAL18 – Sage/Buckwheat (80%) and tu5 – Very high load, dry climate timber-grass-shrub (20%)]**	
Rate of Spread - 57 ft/min	
Fireline Intensity - 4,441 BTU/ft/s	
Flame Length - 21.4 feet	
Expected Fire Behavior in Treated Fuels **Combined Fuel Model - [gr1 – Short Sparse Dry Climate Grass (50%) and Tl2 – Low Load Broadleaf Litter (50%)]**	
Rate of Spread - 17 ft/min	
Fireline Intensity - 48 BTU/ft/s	
Flame Length - 2.7 feet	

3.0 ASSESSING STRUCTURE IGINITIONS IN THE WILDLAND/URBAN INTERFACE

Structure ignitions from wildland wildfires basically come from three sources of heat: convective firebrands (flying embers), direct flame impingement, and radiant heat. The Behave Plus Fire Behavior Computer Modeling Program does not address windblown embers or firebrands from a structure ignition perspective. However, ignition resistant exterior building materials will be used in the construction of the Arroyo Vista homes (see APPENDIX 'D' for the description of Ignition Resistant Construction). Wind driven embers and radiant heat issues are addressed in this FPP.

3.1 Firebrands

Firebrands or embers as they are often referred to are pieces of burning materials that detach from burning fuels due to the strong convection fire drafts in the flaming zone. Firebrands can be carried a long distance (one mile or more) by fire drafts and strong winds. Severe wildland/urban interface fires can produce heavy showers of firebrands. The chance of these firebrands igniting a structure will depend on the number and size of the firebrands, how long they burn after contact, and the type of building materials, building design, and construction features of the structure. Firebrands landing on combustible roofing and decks and adjacent flammable vegetation are common sources for structure ignition. They can also enter a structure through unscreened vents, decks and chimneys, unprotected skylights, and overhangs.

Even with non-combustible roofing, firebrands landing on leaves, needles, and other combustibles located on a roof (due to lack of maintenance) or adjacent to a structure can cause structure ignition. Any open windows, doors or other types of unscreened openings are sources for embers to enter a structure during a wildland fire. If landscape guidelines are followed and the above-mentioned maintenance issues are addressed on a regular basis through HOA inspections and enforcement as outlined in the CCR's (see Section 7), firebrands should not be a concern for the Arroyo Vista residences, as the buildings will be constructed with ignition resistant building materials.

3.2 Radiant Heat/Direct Flame Impingement

Radiation and convection involve the transfer of heat directly from the flame. Unlike radiation heat transfer, convection requires that the flames or heat column contact the structure. An ignition from radiation (given an exposed flammable surface) heat transfer depends on two aspects of the flame: 1) the radiant heat flux to a combustible surface and, 2) the duration (length of time) of the radiant flux. The radiant heat flux depends on the flame zone size, flame-structure distance, and how much the combustible material of the structure is exposed to the flame. While the flame from a wildfire may approach 1,800 degrees Fahrenheit, it is the duration of heat that is more critical. For example, a blow torch flame typically approaches 2,100 degrees Fahrenheit, yet a person can easily pass their hand through the flame. Heat duration only becomes critical to a home with a wood exterior surface if the heat is allowed to remain for 30-90 seconds.

Research scientist Jack Cohen of the USDA-Forest Service has found that a home's characteristics (its exterior materials and design in relation to the immediate area around a home within 100 feet) principally determine the home's ignition potential. He calls the home and its immediate surroundings the 'home ignition zone'. In a study of ignition of wood wallboard, tests by a USDA Forest Service research team described in the Proceedings, 1st International Fire and Materials Conference showed that flame impingement for sufficient length of time (approximately 1 min.) ignites a typical hardboard siding material. The ignition temperature of wood is generally between 450°-500°F.

Fire agencies consider fuel treatment as a principal approach to wildland fire hazard reduction. Whenever the flame length is equal to or more than the separation of combustible vegetation from a combustible structure for 1-2 minutes in duration or more, there is a high probability of structure ignition. Contact with a fire's convection heat column also may cause ignition but the temperature of the column's gases are generally not hot enough or of long enough duration to sustain the ignition of the structure.

Comparing the expected wildland fire behavior projections in each of the scenarios in Section 2.6 against the required fuel treatment zones outlined in Section 5.0, demonstrates substantial reductions in the expected flame length. By requiring the structures exposed to the threat of wildfire to incorporate the following guidelines, those structures will be provided with the most effective treatment for minimizing losses from flame impingement and associated radiant heat intensities.

By requiring the structures exposed to the threat of wildfire to incorporate the following guidelines, those structures will be provided with the most effective treatment for minimizing losses from flame impingement and associated radiant heat intensities□

- Each structure is constructed of ignition resistant building materials as required by Chapter 7A of the California Building Code.
- The area surrounding each structure contains an Irrigated Zone (defensible space).

The eventual homeowners shall be required to maintain their properties to fuel treatment standards Zones 0 and 1A. Residents shall keep the roof and any rain gutters free of leaves, needles, and other combustible debris. All firewood and other combustible materials must be properly stored away from structures so that burning embers falling on or near structures have no suitable host. The Arroyo Vista lot owners are responsible for maintaining their homes and for keeping all doors and windows tightly closed whenever a wildland fire is reported in the vicinity. Under its authority in the CC&R's, the HOA shall conduct regular inspections to ensure that these requirements are met (see Section 7).

3.3 Fire Resistant Plant Palette

Wildland fire research has shown that some types of plants, including many natives, are more fire resistant than others. These low fuel volume, non-oily, non-resinous plants are commonly referred to as "fire resistant". This term comes with the proviso that each year these plants are pruned, all dead wood is removed, and all grasses or other plant material are removed from beneath the circumference of tree and shrub canopies. Some native species are not considered "undesirable" from a wildfire risk management perspective provided they are properly maintained year-round. Refer to APPENDIX 'A' for a list of prohibited plant species.

4.0 FIRE DEPARTMENT RESPONSE TIMES

The Arroyo Vista project is within the response area of the Riverside County Fire Department. The closest fire engine will be from the Riverside County Fire Station No 8 (Woodcrest), located at 16533 Trisha Way, Riverside, CA 92504. This Station is located approximately 2.5 miles away with a response time of approximately 6 minutes (travel and getaway) according to Google Maps. The second closest engine is RCFD Fire Station #11 located at 19595 Orange Terrace Parkway, Riverside CA 92508, approximately 2.7 miles from the furthest planned residences and 7 minutes travel time using Google Maps. The response time for the first in Fire Station is within NFPA Standard 1710, Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, for the area.

There is no assurance that either of the nearby RCFD engines will be in their stations when a wildfire threatens the Arroyo Vista development from an ignition in the adjacent wildlands. RCFD engines may respond from other stations located further away or from other incidents. Additional agencies such as other nearby fire departments would likely respond equipment under mutual aid agreements but may arrive after the RCFD engines were on-scene. On high/extreme fire danger days there often may be multiple fire starts and engine companies may be already deployed on other incidents. This is

why projects designed for wildfire, use *"defensible space"*, ignition resistant building features, and key fuel treatment strategies that enable residents to substantially increase their ability to survive a wildfire on their own without the loss of their structure until firefighting equipment arrives. The goal of this FPP, therefore, is to make the Arroyo Vista development and its occupants as safe as possible and able to survive on their own until firefighting equipment arrives and/or residents can be safely evacuated.

5.0 FIRE PROTECTION ZONE DESCRIPTIONS & REQUIRED TREATMENTS

Described below are the required treatments for the Fire Protection Zones. All distances in this report are measured horizontally. The required 100 feet of Fire Protection can be achieved on most of the perimeter lots facing wildland vegetation. Zones 0, 1A, & 1B together provide 50 feet or more of irrigated treated area depending on location. When less than 100 feet of total fuel treatment is provided, additional construction features, outlined in Section 6.1 are required. The combined effect of fuel treatment and where required additional construction features, should mitigate for the less than 100 feet of required Fire Protection, and alleviate any radiant heat or direct flame impingement issues from the maximum projected **47.3**-foot flame lengths from the north under the worst-case weather and fuel moisture scenarios (see the Fire Protection Plan Map).

The area of greatest concern from a wildland fire perspective is in the northwest corner of the Project where the most extreme fire behavior has been calculated (See Fire Scenario 1). ***FIRE*WISE2000, LLC** prefers that fuel treatment from a residence be at least 1.5 times the flame length which allows for unforeseen fire behavior. The minimum fuel treatment recommended is therefore 71 feet (1.5 X 47.3 feet).

Each homeowner shall be responsible for maintaining Fuel Modification Zones within their lot and the HOA shall be responsible for maintaining fuel treatments outside the property owners lot boundaries. The HOA shall enforce the requirements of Zone 0 and 1A on private lots. In the event a lot is repossessed, the unit/agency holding title to the lot will be responsible for Fuel Modification Zone maintenance.

Basic fuel modification zones are shown in Figure 4 on the following page. This shows each of the fuel treatment zones that surround each home. Note that on smaller lots or when located adjacent to the property lines, these zones may interlink or be required on the adjacent property to provide adequate protection. When fuel modification is restricted, additional building features will likely be required to provide an equivalent level of protection.

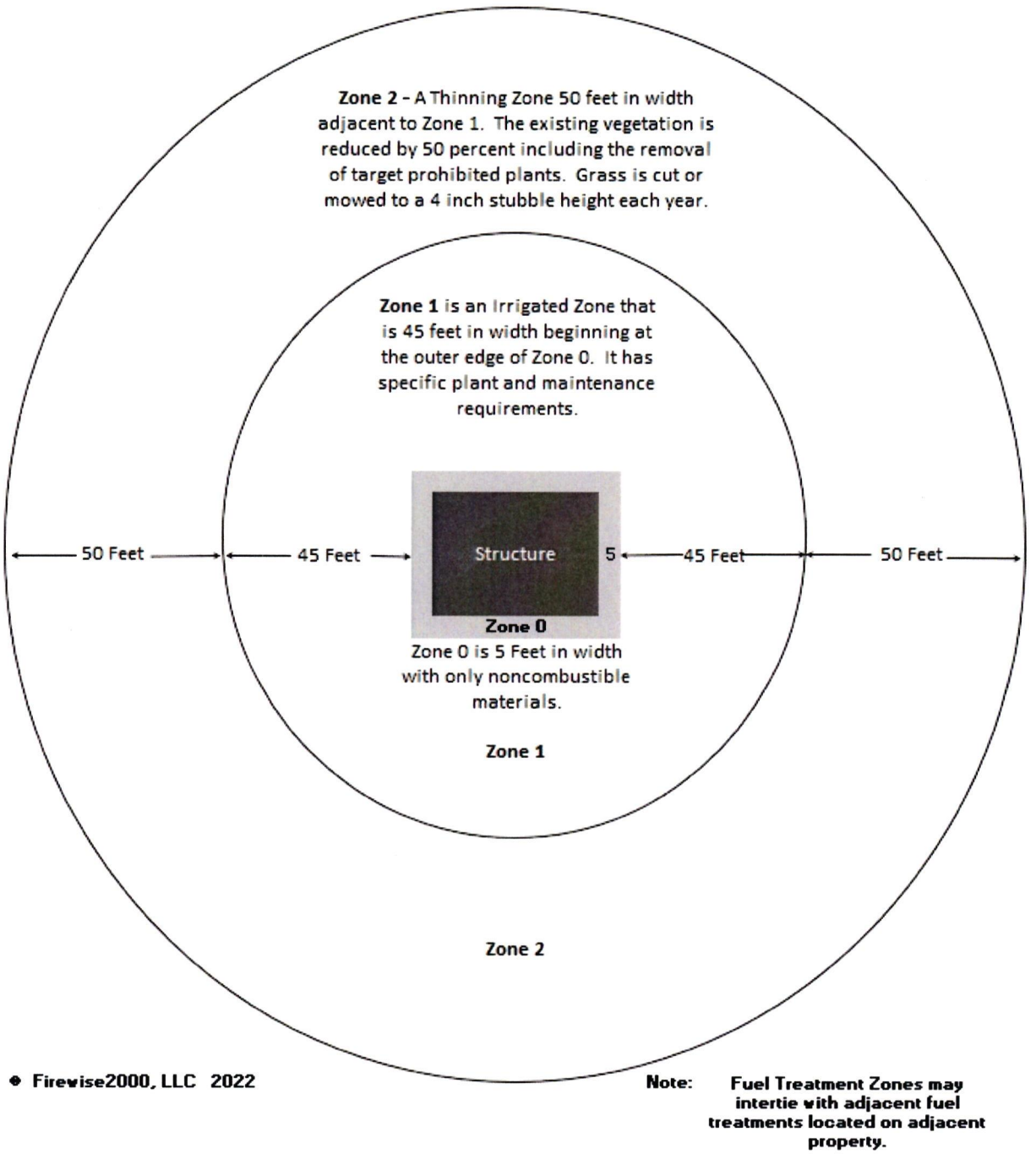

Figure 3 *– Standard Fuel Modification Zones for 100 feet of fuel* treatment.

5.1 Ember Resistant Zone 0 - Lot Owner Maintained (Location within 5 feet of each building to be determined by the building envelope). Not shown on the Fire Protection Plan Map.

Defined

In Zone 0, the intent is to create a landscape absent of all combustible materials. This zone includes the area under and around all decks, and requires the most stringent wildland fire fuel reduction and maintainenace. This area shall be kept clear of combustibles, plant based landscaping mulch, and all shrubs and trees. It may have a few plants, generally confined to pots or containers, that are low growing and nonwoody. No plants shall be grown beneath windows or adjacent to doorways. Each plant shall be properly irrigated and maintained and may include species such as sedges, lilys, and succulents. Plants that grow in water are also a good choice.

Place plastic garage and recycling containers outside this zone. Combustible fencing shall not exist within the zone nor be attached to any structure. Store firewood in Zone 2 described in Section 5.4 or inside a fully enclosed storage shed.

The soil surface may be bare ground or covered with hardscape features such as pavers, gravel, concrete, rock, or other non-combustible material. Water features are also a good choice for this zone.

5.2 Fuel Modification Zone 1A - Maintained by the Lot Owner of Single-Family Homes Located on Numbered Lots *(Shown as NO COLOR on the Fire Protection Plan Map)*

Defined

Fire Protection Zone 1A is an irrigated zone, beginning at the outer edge of Zone O and extending to the lot boundary or a minimum of 50 feet from a home. This zone shall be privately maintained by each homeowner. Commonly called the defensible space zone, it shall be free of all combustible construction and materials. It is measured from the exterior walls of the structure or from the most distal point of a combustible projection, an attached accessory structure, or an accessory structure located within 10 feet of a habitable structure. It provides the best protection against the high radiant heat produced by wildfire. It also provides a generally open area in which fire suppression forces can operate during wildfire events. This zone includes a level or level-graded area around the structure.

For lots where the home is located more than 50 feet from the rear property line, the portion of the lot located over 50 feet of the home shall be maintained to the criteria described in Section 5.4 Fuel Modification Zone 2A. In this case, the zone shall be maintained by the property owner. Zone 2A is a thinning zone that includes native vegetation. Irrigation is not required in Zone 2A.

As a way to reduce water use, artificial turf may be installed in place of water consuming grass In Zone 1A as long as the turf material is installed on a sand or noncombustible material and has a Class A fire rating of between 0 and 25 as measured by the ASTM E84, standard testing method for assessing the surface burning characteristics of building products. Artificial turf melts when exposed to extreme heat but does not burn and contribute to fire spread. The

intent of this zone is to significantly reduce the probability of fire coming in contact with a structure.

Required Landscaping

- Plants in this zone need to be fire resistant and shall not include any pyrophytes that are high in oils and resins such as pines, eucalyptus, cedar, cypress, or juniper species. Plants used in fuel treatment zones should exhibit the following qualities to be the most "fire resistant": thick, succulent, or leathery leaf species with high moisture content; tendency to produce limited litter; the presence of high salt levels or similar compounds which may contribute to fire resistance; ability to withstand drought and frost; and the ability to withstand severe pruning.
- Zone 1A will be cleared of all fire prone and undesirable plant species (see APPENDIX 'A').
- Landscape designs using hardscape features such as driveways, swimming pools, concrete, rock, pavers, trails, and similar non-combustible features to break up fuel continuity within Zone A1 are encouraged.
- Landscaping shall be permanently irrigated and consist of fire-resistant, maintained native or ornamental plantings, such as turf, approved groundcovers, etc.
- Plants shall be low-growing and acceptable to the Riverside County Fire Department. The mature height of most shrubs shall not exceed 18 inches. Small groups of 3-5 shrubs over 18 inches in height are allowed if the grouping is located 20 feet or more from a structure and not located within the dripline of any tree.
- Trees shall be single specimens or groupings of not more than three trees selected from the approved plant list. Trees are to be planted such that the mature canopies will be at least 10 feet from the exterior walls of the structure or from the most distal point of a combustible projection, an attached accessory structure, or an accessory structure located within 10 feet of a habitable building.
- Landscape plans that incorporate trees shall provide for a minimum of six feet of vertical separation from low growing, irrigated vegetation beneath the canopy of each tree.
- No combustible mulch shall be used in Zone 1A.
- While not visually advisable, bare ground also meets the non-combustible requirement and is therefore acceptable.

Required Maintenance

- Lots shall be maintained year-round by each individual property owner within their property boundary (lot lines) as required by this FPP and the RCFD.
- Remove and replace any dead or dying plant material monthly.
- Trees must be maintained to have a minimum of six feet of vertical separation from low growing, irrigated vegetation beneath the canopy of each tree.
- Irrigation systems shall be tested for proper coverage and flow rates bimonthly. Drip irrigation may be utilized to reduce water use, prevent disease by minimizing plant water contact, allowing the space between plants to remain dry thus reducing weed growth.

- Irrigation systems shall not be turned off other than for required maintenance and or during periods of extended rainfall. Restart the system when the soil dries out.
- All trees and shrubs must be maintained to the current ANSI A300 standards [*Tree, Shrub, and Other Woody Plant Maintenance —Standard Practices (Pruning)] see the following link:* *https://www.tcia.org/TCIA/Build_Your_Business/A300_Standards/A300_Standards.aspx*

5.3 Fuel Modification Zone 1B - HOA Maintained *(Shown as Green on the Fire Protection Plan Map)*

Defined

Zone 1B is an irrigated zone beginning at the outer edge of Zone 1A and is up to 50 feet in width that is permanently irrigated and maintained on graded land. It includes all manufactured slopes and common areas where the HOA is to maintain the landscaping to the criteria described in Section 5.2. As shown on the Fire Protection Plan Map, Section 11.0, Zone 1B will extend into open space for a distance of 30 feet from the side or rear lot line. This action is needed as the location of the home within the lot is unknown at the time of the writing of this FPP. See Photo 6 for an example of a landscaped manufactured slope.

Required Landscaping

Same as Zone 1A

Required Maintenance

Same as Zone 1A



***Photo** 7 – An example of an irrigated manufactured slope (Zone 1B) that is planted with fire resistant vegetation.*

5.4 Fuel Modification Zone 2 - HOA Maintained *(Shown as Yellow on the Fire Protection Plan Map)*

Defined

Fire Protection Zone 2, often called a thinning zone, is a non-irrigated area typically covered in wildland fuels but also includes debris basins and is designed to reduce any existing or future wildfire threat. Zone 2A shall be located between 50 and 100 feet of any structure located within the development. This zone is designed to reduce the fuel load in native vegetation or vegetation growing in debris basins to reduce the radiant and convective heat of a wildland fire by reducing flame length, ember production, and slowing the rate of fire spread. Periodic maintenance of debris basins to remove sediments can also be utilized to maintain any encroaching vegetation.

Required Landscaping

Removal of all dead, woody, and flammable debris, and exotic flammable vegetation found in APPENDIX 'A'.

Required Maintenance

- As grasses and weeds begin to cure (dry out) each year, they shall be cut to 4 inches or less in height.
- Annually remove all dead and dying vegetation, highly flammable exotic species, and flammable trash (see APPENDIX 'A').
- Special consideration will be given to rare and endangered species, geologic hazards and tree ordinances, or other conflicting restrictions.

- Individual shrubs shall be thinned to reduce their foliage mass or fuel loading.
- Efforts shall be made to retain root systems that provide for erosion control.
- Debris and trimmings produced by thinning and pruning shall be removed from the site. Recycling debris and trimmings helps reduce weed growth and protect the soil from erosion.

5.5 Roadside Fuel Treatment (HOA Maintained) Shown as *Blue* on the Fire Protection Plan Map.

Defined

The area located 20 feet on either side of any access road that is landscaped and maintained to Irrigated Zone 1A criteria described above in Section 5.2 or it shall free of all vegetation. All of this zone is located in common areas, not within any residential lot. Should water availability become an issue at any time in the future, this zone is critical to maintain and continue to irrigate should it be planted.

5.6 No Build Zone *(Shown as Pink on the Fire Protection Plan Map)*

Defined

The No Build Zone is located adjacent to wildland fuels and within 20 feet of the rear or side yard lot line or begins at the limits of grading as shown on the Fire Protection Plan Map, Section 11.0. The No Build Zone is an irrigated zone where no construction can occur, including the home. The lot owner shall perform the required Zone 1A Fuel Modification as well as not allow any combustible construction within this zone. This zone when combined with Zone O, 1A, 1B and Zone 2A or 2B thinning located within the common area that is maintained by the HOA will result in 100 feet of fuel treatment for each home. When 100 feet of fuel treatment cannot be provided, see Section 6.0 regarding additional construction features.

This area is suitable for recreational uses, gardens, pools, animal kennels and similar features. The zone is needed to create a 20-foot wide space between the adjacent open space/channel and the structures.

5.7 No Build Zone 40 Feet *(Shown as Red on the Fire Protection Plan Map)*

Defined

The No Build Zone 40 Feet is located adjacent to wildland fuels and is located within 40 feet of the rear yard lot line as shown on the Fire Protection Plan Map, Section 11.0. The requirements within this zone are the same as those described for Section 5.6

5.8 Setback Zone *(Shown as Grey on the Fire Protection Plan Map)*

On larger lots numbered 1-11, 87-91, and 148-150, the builder shall construct the homes on these lots a minimum of 100 feet from the rear lot boundary and or Project boundary. This space will provide an area for 100 feet of fuel treatment within each lot. These treatments are described in Sections 5.1 and 5.2.

6.0 CONSTRUCTION STANDARDS

All structures within the Arroyo Vista shall meet all wildland/interface standards to the satisfaction of the RCFD and be designed and constructed with ignition resistant construction requirements. All homes located along the perimeter and exposed to wildland fuels shall be located a minimum of 20 feet from the rear and in several cases also the side yard property line where no combustible construction will be allowed. All construction and ignition resistant requirements shall meet the 2019 CA Fire and Building Code, and Chapter 7A-California Building Code or the current codes in force at the time of permit application. For a description of the current construction requirements as of the date of this report, see APPENDIX 'D'. The fire protection features described herein shall be maintained to equivalent or greater ignition resistance.

All non-habitable accessory structures such as decks, balconies, patios, covers, gazebos, and fences shall be built from non-combustible materials. The owners are not restricted from having concrete/brick patios, walkways, or a swimming pool within the Fuel Treatment Zones in compliance with other codes. Homeowners shall check with the Riverside County Building Department to determine if construction permits are required. Refer to APPENDIX 'C' for photos and examples of non-combustible decks, patio covers, and railings for these non-habitable accessory structures.

Any damaged or replacement window, siding, vent, roof covering, or non-combustible wall shall meet or exceed the original intent of the fire protection discussed in this plan.

6.1 Pre-Construction Requirements: Construction or building permits shall not be issued for the development until the fire code official inspects and approves required fire apparatus access, setbacks, and water supply including fire hydrants for the construction site. Prior to the delivery of combustible building construction materials to the construction site the following conditions shall be completed to the satisfaction of the RCFD:

- Zones 0, 1A and 1B shall be cleared of all vegetation prior to construction and subsequently planted to the requirements stated in Sections 5.1, 5.2 and 5.3 after construction is completed.
- Approved Zone 2A, and 2B fuel treatments shall be provided prior to combustible material arriving on the site and shall be maintained throughout the duration of construction.

6.2 Additional Construction Requirements – applies to all Lots

In the event of a wildfire in the adjacent wildlands, all the structures in the Project will be showered with embers. Embers are forecast to travel over one mile in the vegetation types located along the northern perimeter. To mitigate this hazard, the following additional construction features will be required:

1. Vents in the structures shall be "Brandguard", "O'Hagin Fire & Ice® Line – Flame and Ember Resistant" or equivalent ember resistant type vents.

2. Operable windows shall be provided with metal mesh bug screens over the operable opening to replace traditional vinyl bug screens to prevent embers from entering the structure during high wind conditions when windows may be inadvertently left open.

3. All houses shall have automatic door closers on all vehicle garage doors (standard on most new automatic garage door openers as a security feature), that can be set to close after a certain period of time with no activity□

6.3 Additional Construction Requirements – <u>Required for Lots 19, 91-127, 130, 131, 138-147 and 151, 152, 154-164 located adjacent to wildland fuels:</u>

The following additional construction feature shall be applied at the rear and or side lot boundary to the homes built with a reduced or lacking Zone 1A or Zone 2A Fire Protection zone as shown on the Fire Protection Plan Map (See Section.11.0)

- A six (6) foot solid non-combustible radiant and convective heat deflection wall shall be installed at the locations shown on the Fire Protection Map to aid in radiant and convective heat deflection. The upper half of said wall may be a view wall where tempered fire-rated glass is utilized as long as the wall remains solid and noncombustible (See Appendix 'F' for an example). Post and glass frame assemblies shall be composed of metal such as steel, and 6063T5 aluminum alloys or equivalent, respectively, which will not melt and allow the glass to fall out.

A solid wall located at the top of slopes or on flat land well away from a home will have tremendous impact on radiant and convective heat, ember collection, and reduction in wind speeds adjacent to the wall thus reducing fire behavior. These impacts are demonstrated in Figure 4.

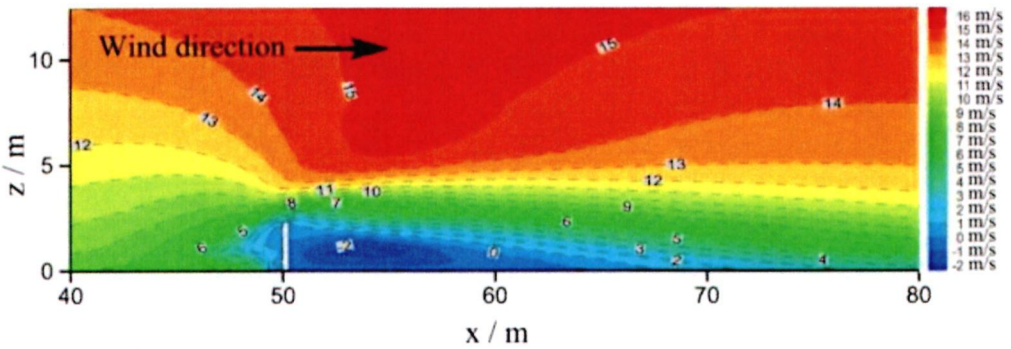

Figure 4 – Impacts on Wind Speed and Ember Deposition Resulting From a 6-foot Wall. *The above figure is based on a wind speed of 14 m/s (31 MPH). Note that the wind, both on the windward and leeward sides of the wall, is reduced. These areas will thus trap embers and blowing debris (area shown in blue and light green). The wind speed on the windward side of the wall is significantly reduced for a distance equal to several times the height of the wall. This reduces fire behavior including flame length, a critical factor in fire protection planning. Ref: Dong et al., 2007.*

7.0 MANDATED INCLUSION IN THE CC&R'S

The HOA CC & Rs shall be recorded on each parcel and include the following statements:

1) The HOA shall be responsible for all required fuel treatment and fire protection measures in the common areas. Homeowners shall be responsible for all required fuel treatment and fire protection measures on their respective lots.

2) The HOA shall have the authority for enforcing required fuel treatment measures around all structures and placing restrictions on combustible structures within fuel treatment zones.

3) Each lot owner shall annually financially contribute their fair share of HOA required fuel treatment costs.

4) The HOA has the authority to enforce a ban on trash dumping and disposal of green waste in open space areas or fuel treatment zones.

5) All landscaping plans, including additional structures, must be approved by the HOA.

6) The HOA is responsible to the Riverside County Fire Department for the completion of all required fuel treatment in the common areas. Required on-going maintenance will be accomplished on an as needed basis. Should maintenance not be performed in a manner consistent with the approved Fire Protection Plan, the Riverside County Fire Department shall have the right to abate any treatment zone they deem a threat to the Arroyo Vista Development or adjoining properties. In doing so, all cost incurred will be billed to the owner(s). At the discretion of the Riverside County Fire Department Fire Marshal, yearly inspection of treatment areas may be required.

7) The HOA is responsible for providing new property owners with recorded CC&R's or disclosure statements identifying the responsibilities for maintaining the Fire Protection zone within their property as defined in the approved Fire Protection Plan.

8) The Riverside County Fire Department or its designated representative shall decide any disputes related to individual lot landscaping or fuel treatment, with respect to interpretation of the fuel treatment Plan. The decision shall be final and binding on the lot owner.

9) Assembly Bill 38 requires a seller of property located in a High or Very High Fire Hazard Severity Zone to provide the buyer with documentation stating the property is in compliance with the defensible space requirements of the Riverside County Fire Department.

   If compliance cannot be obtained by the close of escrow, the seller and buyer can enter into a written agreement showing that the buyer agrees to obtain documentation of compliance within one year of closing escrow.

8.0 INFRASTRUCTURE

Infrastructure includes the basic systems needed to develop a property and support its use by its residents and or businesses. For Fire Protection planning purposes, these typically consist of the water supply for fire hydrants and fire sprinkler systems and accessways to and from the property.

8.1 Water Supply

The Western Municipal Water District (WMWD) will provide the Project with its water supply. An approved permanent water supply capable of supplying the required fire flow for fire protection shall be provided by the developer and accepted by WMWD prior to any combustible material placed on the site and the commencement of construction. The water supply system shall be a looped system served from a minimum of two points.

Water supplies for fire protection and hydrants shall be in accordance with APPENDIX 'B' and APPENDIX 'C' of the California Fire Code. Based on the total square footage of the largest proposed residence, the minimum fire flow shall be 1,500 GPM at 20 psi residual pressure for a 2-hour duration, since each building will be equipped with an automatic fire sprinkler system in accordance with NFPA Standard 13D.

Single family residences equipped with fire sprinklers shall have fire hydrants spaced a maximum of 500 feet apart, dead end streets or roads shall not exceed 400 feet from the end of the street or road.

8.2 Roads/Driveways and Gates

The primary ingress and egress for the Arroyo Vista will be from Chicago Avenue and Street N. An emergency access will be created in the northwest corner of the project between Chicago Avenue to Street H (See Section 8.3 for additional information). Should the access be solely for the purpose of Fire Protection access, at the end of the access, a pipe gate or similar RCFD approved gate that is noncombustible shall be installed with a Knox pad lock for Fire Department access.\

All access roads will be a minimum of 24 feet in width. The right of way for Chicago Ave. is planned to be 74 feet with 44 feet being paved. The Iris Ave access from Street N, a 40-foot-wide paved roadway located within a 60 foot right of way. The emergency vehicle access is to be located within a 40 foot wide easement extending from the existing Chicago Ave to the intersection of H and E streets. Within the travel way of each roadway will be the paved roadway, sidewalks, and irrigated Zone 1A landscaping. All driveways and access roads within the development shall be termed "Fire Access Roads". All fire access roads shall meet the requirements of the RCFD and shall be all weather surface capable of supporting loads of 75,000 lbs. gross vehicle weight.

Street J terminates at a cul-de-sac with a driveway that is in excess of 150 feet in length that leads to lots 139-142. The RCFD requires an approved turnaround if a driveway exceeds 150 feet in length. A hammerhead turnaround or an equivalent will be required at the end of this driveway.

The minimum access driveway width will be 24 feet. Along this roadway, no parking signage shall be installed to the satisfaction of the RCFD.

The access to all portions of each structure must be within 150 feet of the available fire department access. This is often referred to as a hose pull distance and represents the amount of hose that firefighters must pull from an engine to reach around each structure. The hose pull must be calculated based on the firefighter access paths, and cannot go through or over walls, hedges, cars, buildings, etc.

Any gates to be installed shall meet RCFD Standards and shall be approved by the RCFD prior to fabrication and installation. Gate entrances shall be at least two feet wider than the width of the traffic lanes serving that gate shall be a minimum of 14 feet in width. Any gate providing access from a road to the development shall be setback at least 30 feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road.

Should gates be installed at the entrances to the project, they shall be automatic and shall be equipped with a rapid entry system. Gates activated by the rapid entry system shall remain open until closed by the rapid entry system. A Knox override key switch or similar device acceptable to the RCFD must be installed outside the gate in an approved, readily visible, and unobstructed location at or near the gate to provide emergency access. Gates accessing more than four residences or residential lots, or gates accessing hazardous, institutional, educational or assembly occupancy group structures, shall also be equipped with approved emergency traffic control-activating strobe light sensor(s), or other devices approved by the Fire Chief, which will activate the gate on the approach of emergency apparatus with a battery back-up or manual mechanical disconnect in case of power failure.

8.3 Fire Protection Access Ways/Fuel Modification Maintenance

Fire Protection access ways are used not only in the community in the event of a need to evacuation but also will be utilized for fuel treatment zone maintenance and wildland fire suppression operations. Access for the maintenance of vegetation within Water Quality Basins can be performed from adjacent streets or via access easements. Maintenance of vegetation along the Channel/Open Space lots can be performed from Chicago Ave and Streets A and E (See Fire Protection Plan Map – Section 11.0)

For the purposes of fuel modification zone treatment, a trail of 16 feet in width will be located along the entire length of Lot F and north of the lots number 139-148 including Lot A. Maintenance residues can be easily removed using this access way.

9.0 HOMEOWNER/BUYER REQUIREMENTS AND EDUCATION

A copy of this Fire Protection Plan shall be available in the Arroyo Vista Sales Office for review by any potential homebuyer. Additionally, a copy of this FPP shall be signed by each homebuyer as part of their escrow papers acknowledging the requirements, restrictions and responsibilities outlined in

this FPP. This FPP (including Appendices A and D and the Map Exhibit) and all the requirements contained therein including but not limited to all fuel treatment maintenance and fire protection systems are an obligation that transfers to subsequent purchasers of said properties. Subsequent owners and sellers shall include copies of this FPP in all escrow papers. Each year prior to the onset of fire season, the HOA shall provide the lot owners with information regarding wildfire mitigation efforts necessary for community fire safety that are contained within this FPP.

By reviewing this FPP each homeowner shall be aware of the herein described fire protection measures, the requirements of this FPP (Figure 3), the types of non-combustible construction, additional required construction features; and the plant materials that are prohibited within their lot's boundaries. Of particular importance are Section 6.0 and APPENDIX 'D' which lists construction requirements, Section 5.0 and APPENDIX 'A' of this plan which provides guidance in the types of plants that are not allowed to be established in landscaped areas within Fire Protection Zones. Plant selection is critical as embers often travel over a mile during Santa Ana wind events.

Each homeowner further acknowledges that:

1) Dumping or disposal of trash or yard trimmings in fuel treatment zones is prohibited.

2) Each homeowner shall be responsible for keeping their home's roof area free of combustible debris including leaves, limbs, and similar materials.

3) Each homeowner shall remove all combustible outdoor furniture and combustible materials located within 20-feet of the structure into a garage or home in the advance of wildfire. Alternatively, these combustible materials may be placed within a pool.

4) All landscaping plans, proposed additional structures or conversion of existing structures to other uses, must be reviewed and approved under the guidance and approval of the HOA and RCFD.

When performing maintenance such as mowing or using a chainsaw, be especially careful as a spark can start a wildfire. Use of battery-operated equipment is less likely to cause a problem. Modern battery technology includes a heat sensor inside the electric motor and when it gets hot it flips a switch killing the motor until it has had a chance to cool down. This feature lessens the likelihood of a fire.

Homeowners should be aware that smoke is harmful to your health, especially if a person has asthma or chronic obstructive pulmonary disease, including bronchitis and emphysema. People with pre-existing health conditions related to the heart or circulatory systems may want to relocate to a safe area before official notification to relocate to avoid smoke impacts. It is recommended that people leave the area affected by wildfire smoke, if indoor air cannot be kept clean.

Ready, Set, Go is the evacuation strategy proposed for this project as described on the Cal Fire website and widely utilized by fire agencies and departments throughout the County. Should a wildfire exist that threatens the property or safety of people at the site, the following actions shall be implemented:

1. ***Ready – Preparing for the Fire Threat:*** *Take personal responsibility and prepare long before the threat of a wildfire so the home is ready in case of a fire. Maintain a defensible space by clearing brush away from all structures. Use fire-resistant landscaping and harden structures with fire-safe construction measures. Assemble emergency supplies and belongings in a safe spot. Make sure all individuals within the area are 'on the same page' in commitment to advance preparation. Plan escape routes.*

2. ***Set – Situational Awareness When a Fire Starts:*** *Pack vehicle(s) with emergency items. Stay aware of the latest news from local media and the local fire department for updated information on the fire and perform the following:*

    - ✓ *Close all windows and doors that lead outside to prevent sparks from entering the house.*
    - ✓ *Close all doors within the house in case the house does catch on fire; this will slow down the spread of the fire from room to room.*
    - ✓ *Move all combustible materials in the home away from windows to prevent the possibility of heat from a fire radiating through windows and glass doors and catching flammable materials inside the home on fire. This includes drapes, curtains, and furniture.*
    - ✓ *Close windows and all Venetian blinds or noncombustible window coverings.*
    - ✓ *Turn on the lights in each room, porch, and yard. This aids in visibility when the smoke gets thick and darkens the sky.*
    - ✓ *Fill all sinks, bathtubs, and buckets with water in case the power goes out.*
    - ✓ *Shut off any gas valves within the house or outside.*
    - ✓ *Open the damper on fireplaces to stabilize inside/outside pressure, but close fireplace screens to keep sparks from igniting the house.*

3. ***Go – Leave early!*** *Following an Action Plan makes one prepared and firefighters are now able to best maneuver the wildfire and ensuring everyone's safety. Follow instructions given by the Fire Department official on site.*

For assistance regarding evacuation, how to prepare and what to take, see Appendix G – Evacuation Checklist.

Evacuation from the Project can be accomplished via three routes. These include Chicago Ave from the southeast, Street O from the south and from a emergency vehicle access located in the northeast at the southern end of H street that extends to Chicago Avenue to the east. Resident should always follow evacuation orders issue by local authorities.

10.0 Conclusions

This FPP evaluated the adverse environmental effects that a residential development may have from wildland fire and properly mitigate those impacts to ensure that this development does not unnecessarily expose people or structures to a significant risk of loss, injury or death involving wildland fires.

The requirements of this FPP provide the fuel treatment standards required to mitigate the exposure of people or structures to a significant risk of loss, injury, or death. Fuel treatment zones provide 100 feet of fuel treatment that includes a defensible space zone for fire suppression forces and will protect structures from radiant and convective heat. These zones shall be a combination of landscaped zones that are permanently irrigated and consists of fire resistant and maintained plantings and thinning zones. The maintenance requirements include the removal of all prohibited highly combustible native vegetation but permit plantings with very specific criteria.

The Project will have adequate emergency access in terms of road access and construction standards for roadways and streets. The RCFD, CAL FIRE, and nearby fire departments will provide fire protection through mutual aid. Response times and the proximity of the development to the Wildland Urban Interface (WUI), and a subdivision in a High Fire Hazard Zone require fire sprinklers to be installed in all residences.

11.0 Fire Protection Plan Map

Attached to this FPP is a FIRE PROTECTION PLAN MAP or in a file that contains the Map. This map depicts the locations of all proposed fuel treatment locations as well as fire access roads, lot lines, and development boundaries and projected fire behavior at various locations.

APPENDIX 'A'

Prohibited (& Fire Prone) Plant Species List
For Fire Protection Zones in Moderate, High & Very High Hazard Areas

	Botanical Name	Common Name	Plant Form
1.	Acacia species •	Acacia	Shrub/Tree
2.	Adenostema fasciculatum	Chamise	Shrub
3.	Adenostema sparsifolium	Red Shank	Shrub/Tree
4.	Artemisia californica	California Sagebrush	Shrub
5.	Anthemis cotula	Mayweed	Weed
6.	Arundo donax	Giant reed	Grass/weed
7.	Brassica nigra	Black Mustard	Weed
8.	Brassica ropa	Yellow Mustard	Weed
9.	Cedrus species	Cedar	Tree
10.	Cirsim vugare	Wild Artichoke	Weed
11.	Conyza canadensis	Horseweed	Weed
12.	Cortaderia selloana	Pampas Grass	Tall Grass
13.	Cupressus species	Cypress	Tree
14.	Cytisus species	Broom	Shrub
15.	Eriogonum fasciculatum	Common Buckwheat	Shrub
16.	Eucalyptus species	Eucalyptus	Shrub/Tree
17.	Heterotheca grandiflora	Telegraph plant	Weed/shrub
18.	Juniperus species	Junipers	Succulent
19.	Lactuca serriola	Prickly lettuce	Weed
20.	Nicotiana bigelevil	Indian tobacco	Shrub
21.	Nicotiana glauca	Tree tobacco	Shrub
22.	Pennisetum species	Fountain Grass	Ground cover
23.	Pinus species	Pines	Tree
24.	Rosmarinus species	Rosemary	Shrub
25.	Retama monosperma	Broom	Shrub
26.	Salvia species • •	Sage	Shrub
27.	Silybum marianum	Milk thistle	Weed
28.	Spartium junceum	Spanish Broom	Shrub
29.	Urtica urens	Burning nettle	Weed
30.	Washingtonia species	Palms	Tree

• Except:
Acacia redolens desert carpet (Desert Carpet ground cover)

•• Except:
Salvia columbariae (chia)
Salvia sonomensis (Creeping Sage)

APPENDIX 'B'

Literature References

□□ *Standard Fire Behavior Fuel Models: A Comprehensive Set for Use with Rothermel's Surface Fire Spread Model*, □ □n□r□□T□□□ni□□□R□□□r□RMR□ □□TR□□□□□ □□n□ □□□□□□ □□□ □ □□□□□□□R□□□r□E□□r□□n□□ni□□d □□□□□□□ D□□□r□□ □n□□□A□ri□□□□□r□ □F□r□□□□□□r□i□□□R□□□□ M□□n□□in R□□□□r□□ □□□□i□n□Mi□□□□□□□M□n□□n□□

□□ *BehavePlus: Fire Modeling System, version 5.0: Variables.* □ □n□r□□T□□□ni□□□R□□□r□RMR□ □□TR□□□□ □ □ R□□i□□d□ □□□□□□ □□r □□□□□ □□□ri□i□ □□Andr□□ □□□□ni□□d □□□□□□□D□□□r□□ □n□□□A□ri□□□□□r□ □F□r□□□□□r□i□□□ R□□□□ M□□n□□in R□□□□r□□ □□□□i□n□Mi□□□□□□□M□n□□n□□

□□ *Behave Plus Fire Modeling System, Version 5.0.4,* □ □n□r□□T□□□ni□□□R□□□r□RMR□ □□TRT□□□□□ □ □ R□□i□□d□□□□□ □□□□□□□□ □□ri□i□ □□Andr□□ □□□□ □□in D□□ □□in□□R□□□r□□□i□ □ni□□d □□□□□□□D□□□r□□ □n□□□ A□ri□□□□□r□ □F□r□□□□□r□i□□□R□□□□ M□□n□□in R□□□□r□□ □□□□i□n□Mi□□□□□□□M□n□□n□□

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□□□*The California State and Local Responsibility Area Fire Hazard Severity Zone Map – Fire and Resource Assessment Program of CAL FIRE.* □ □□n□□ □□Ri□□r□id□ □rdin□n□□ N□□□□□ □□□ □□ □nd□d □□r□□□□ □□□□□□ *The California State and Local Responsibility Area Fire Hazard Severity Zone Map – Fire and Resource Assessment Program of CAL FIRE*□

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APPENDIX 'C'

Non-Combustible & Fire-Resistant Building Materials For Balconies, Carports, Decks, Patio Covers and Floors

Note: The Office of the State Fire Marshal (SFM) Fire Engineering Division administers licensing programs and performs engineering functions affecting consumer services and product evaluation, approval, and listing. The following link is to the State Fire Marshal's office for more information on the Building Material List for noncombustible and fire resistant building materials: https://osfm.fire.ca.gov/divisions/fire-engineeringand-investigations/building-materials-listing/bml-search-building-materials-listing.

Examples of non-combustible & fire-resistant building materials for balconies, carports, decks, patio covers, and floors are as follows (these are only examples and materials listed here must meet local fire and building codes:

I. NON-COMBUSTIBLE HEAVY GAGE ALUMINUM MATERIALS - *Metals USA Building Products Group - Ultra-Lattice*



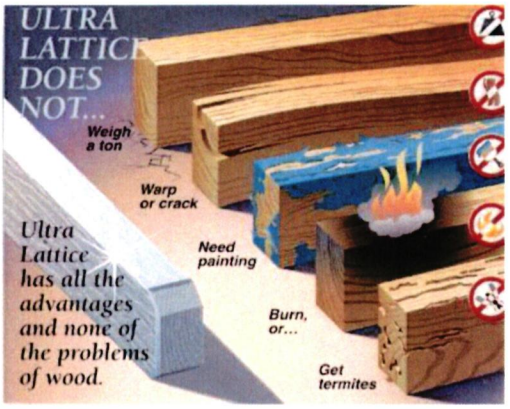
Ultra-Lattice Stand Alone Patio Cover



Ultra-Lattice Attached Patio Cover



Ultra-Lattice Solid Patio Cover



Ultra-Lattice Vs. Wood

II. FRX Exterior Fire-Retardant Treated Wood

Exterior Fire Retardant Treated (FRT) Wood

FRX® fire retardant treated wood may be used in exterior applications permitted by the codes where: public safety is critical, other materials would transfer heat or allow fires to spread, sprinkler systems cannot easily be installed, corrosive atmospheres necessitate excessive maintenance of other materials, or fire protection is inadequate or not readily available. Local Building, Residential and Urban-Wildland Interface Codes and regulations, permit the use of fire-retardant treated wood in specific instances. See below for typical exterior uses and typical residential uses.

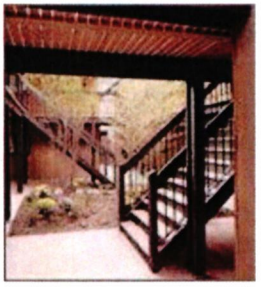
Typical Exterior Uses

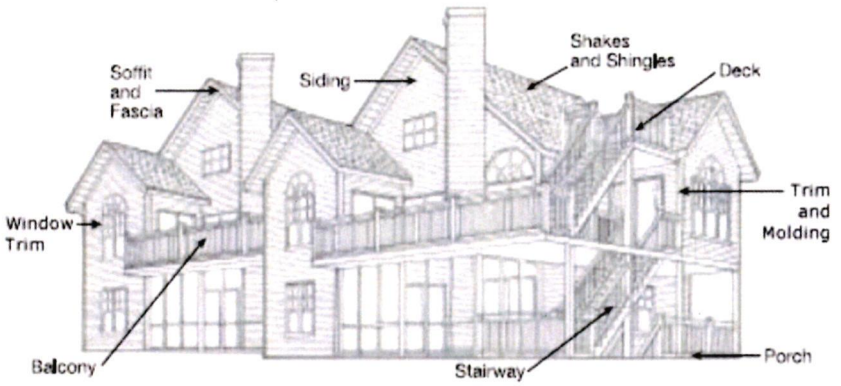
- Wall coverings
- Balconies
- Decks
- Stairways
- Fences
- Sheds
- Gazebos
- Roof coverings
- Open-air roof systems
- Canopies and awnings
- Storefronts and facades
- Eaves, soffits, and fascia
- Agricultural buildings and horse stalls
- Scaffolding and scaffold planks
- Construction staging
- Various other residential and commercial uses

Typical Residential Uses



Property owners and Architects: See this 2-minute video and the illustration below.





Rising concerns over fire damage and the adoption of urban-wildland interface codes have increased the use of FRT wood in residential structures.

For information on fire retardant treated wood for exterior uses, visit www.frxwood.com.

III. TREX COMPANY, INC. – "Trex Transcend®, Trex Select® and Trex Enhance® wood and polyethylene composite deck board, nominal ranging in size from 1" x 5-1/2" to 13/8" x 5-1/2" installed per manufacturer maximum edge-to-edge gap of 3/16". All Trex decking products meet or exceed the SFM 12-7A-4A testing protocol.

Trex combines both beauty and fire defense. A few examples of installations are shown below:







IV. SOLID "WOOD" DECKING

Company Name: Various Manufacturers

Product Description: Solid "Wood" decking, when installed over minimum 2" x 6" solid "Douglas Fire" or better joists, space 24" or less on center, and decking and joints comply with American Softwood Lumber Standard PS2o as follows:

Minimum nominal 5/4"thick and nominal 6" wide decking boards with a maximum 3/8" radius edges made of solid wood species "Redwood", "Western Red Cedar", "Incense Cedar", "Port Orford Cedar", or "Alaska Yellow Cedar" having a Class B Flame Spread rating when tested in accordance with ASTM E84. Lumber grades; construction common, commercial, or better grade for Redwood; 3 common, commercial, or better grades for Cedars.

V. Vents

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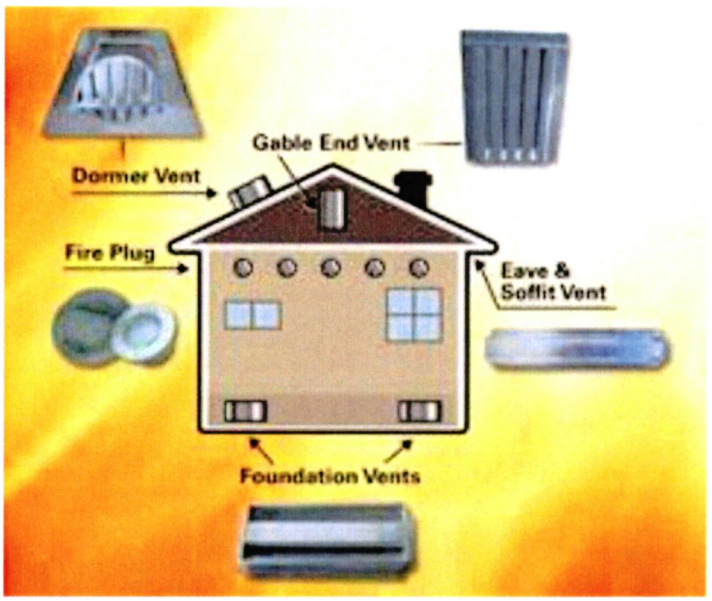
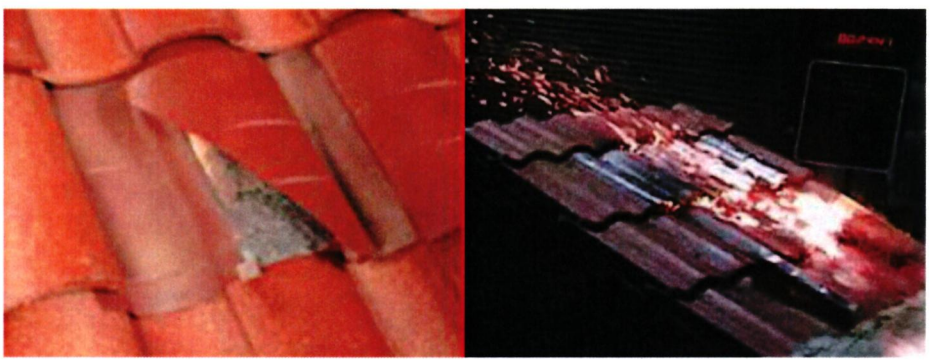
Brandguard



O'Hagin Fire & Ice® Line – Flame and Ember Resistant
An available option for all O'Hagin attic ventilation products, this attic vent not only features all the same design, construction elements and color choices as the O'Hagin Standard Line, but also features an interior stainless-steel matrix that resists the intrusion of flames and embers. This patent-pending attic vent is accepted for use by many local fire officials for installation in Wildland Urban Interface (WUI) zones.

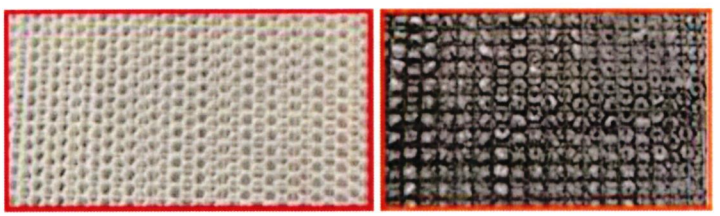


Vulcan Vents

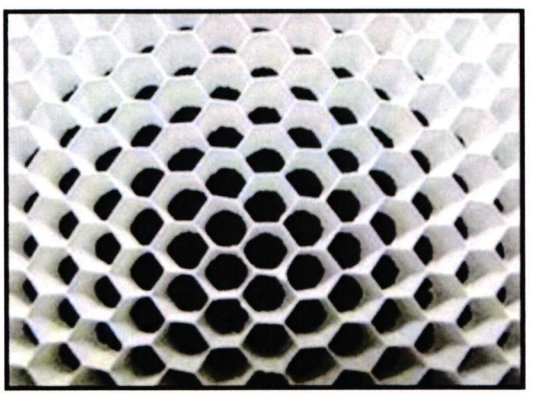
The founders of Gunter Manufacturing have been working closely over the last two years, with the scientists and inventors of Vulcan Technologies to bring to market this incredible product.

Combining our quality vent products with the fire-stopping honeycomb matrix core designed by Vulcan has produced unique and remarkable results.

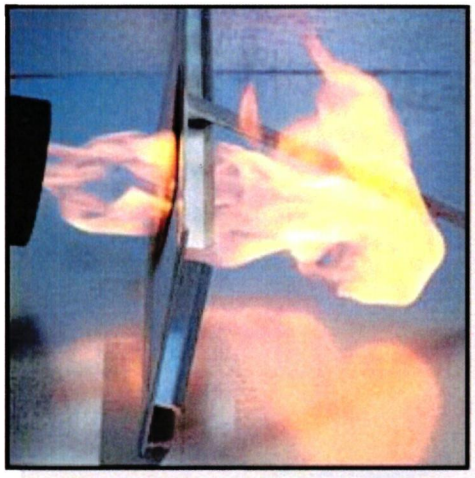
At Gunter manufacturing has over 50 years of combined sheet metal manufacturing experience. Special orders are not a problem. Their vent frames are industry standard frames so there is little or no learning curve for installers and contractors. Their stated goal is to provide people with the vents they need to secure their homes with additional safety against wildfires and give them piece of mind from knowing that their home or structure is protected by a product that works!

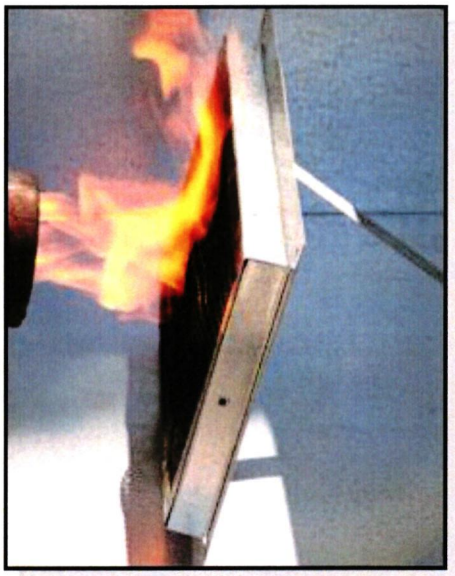


Before **After**



Close-up of the coated honeycomb matrix.





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APPENDIX 'D'

Ignition Resistant Construction Requirements

The following is a summary of the current requirements for ignition resistant construction for high fire hazard areas under Chapter 7A of the California Building Code (CBC) 2019 edition and the current California Residential Code. However, the requirements listed below are not all inclusive and all exterior building construction including roofs, eaves, exterior walls, doors, windows, decks, and other attachments must meet the current CBC Chapter 7A ignition resistance requirements, the California Fire Code, and any additional County and/or City codes in effect at the time of building permit application. See the current applicable codes for a detailed description of these requirements and any exceptions.

1. All structures will be built with a Class A Roof Assembly and shall comply with the requirements of Chapter 7A and Chapter 15 of the California Fire Code. Roofs shall have a roofing assembly installed in accordance with its listing and the manufacturer's installation instructions.

2. Roof valley flashings shall be not less than 0.019-inch (0.48 mm) No. 26 gage galvanized sheet corrosion-resistant metal installed over not less than one layer of minimum 72-pound (32.4 kg) mineral-surfaced nonperforated cap sheet complying with ASTM D3909, at least 36-inch-wide (914 mm) running the full length of the valley.

3. Attic or foundation ventilation louvers or ventilation openings in vertical walls shall be covered with a minimum of 1/16-inch and shall not exceed 1/8-inch mesh corrosion-resistant metal screening or other approved material that offers equivalent protection.

4. Where the roof profile allows a space between the roof covering and roof decking, the spaces shall be constructed to resist the intrusion of flames and embers, be fire stopped with approved materials or have one layer of a minimum 72-pound (32.4 kg) mineral-surfaced nonperforated cap sheet complying with ASTM D3909 installed over the combustible decking.

5. Enclosed roof eaves and roof eave soffits with a horizontal underside, sloping rafter tails with an exterior covering applied to the under-side of the rafter tails, shall be protected by one of the following:
   - noncombustible material
   - Ignition-resistant material
   - One layer of $^{5}/_{8}$-inch Type X gypsum sheathing applied behind an exterior covering on the underside of the rafter tails or soffit
   - The exterior portion of a 1-hour fire resistive exterior wall assembly applied to the underside of the rafter tails or soffit including assemblies using the gypsum panel and sheathing products listed in the Gypsum Association Fire Resistance Design Manual
   - Boxed-in roof eave soffit assemblies with a horizontal underside that meet the performance criteria in Section 707A.10 when tested in accordance with the test procedures set forth in ASTM E2957.

- Boxed-in roof eave soffit assemblies with a horizontal underside that meet the performance criteria in accordance with the test procedures set forth in SFM Standard 12-7A-3.
  Exceptions: The following materials do not require protection:
  1. Gable end overhangs and roof assembly projections beyond an exterior wall other than at the lower end of the rafter tails. 2. Fascia and other architectural trim boards.

6. The exposed roof deck on the underside of unenclosed roof eaves shall consist of one of the following:
   - Noncombustible material, or
   - Ignition-resistant material, or
   - One layer of 5/8-inch Type X gypsum sheathing applied behind an exterior covering on the underside exterior of the roof deck, or
   - The exterior portion of a 1-hour fire resistive exterior wall assembly applied to the underside of the roof deck designed for exterior fire exposure including assemblies using the gypsum panel and sheathing products listed in the Gypsum Association fire Resistance Design Manual.
     Exceptions: The following materials do not require protection:
     1. Solid wood rafter tails on the exposed underside of open roof eaves having a minimum nominal dimension of 2 inch (50.8 mm).
     2. Solid wood blocking installed between rafter tails on the exposed underside of open roof eaves having a minimum nominal dimension of 2 inch (50.8 mm).
     3. Gable end overhangs and roof assembly projections beyond an exterior wall other than at the lower end of the rafter tails. 4. Fascia and other architectural trim boards.

7. Vents - ventilation openings for enclosed attics, enclosed eave soffit spaces, enclosed rafter spaces formed where ceilings are applied directly to the underside of roof rafters, and underfloor ventilation openings shall be fully covered with metal wire mesh, vents, other materials or other devices that meet one of the following requirements:
   A. Vents listed to ASTM E2886 and complying with all the following:
      i. There shall be no flaming ignition of the cotton material during the Ember Intrusion Test.
      ii. There shall be no flaming ignition during the Integrity Test portion of the Flame Intrusion Test.
      iii. The maximum temperature of the unexposed side of the vent shall not exceed 662°F (350°C).
   B. Vents shall comply with all the following:
      i. The dimensions of the openings therein shall be a minimum of $^1/_{16}$-inch (1.6 mm) and shall not exceed $^1/_8$-inch (3.2 mm).
      ii. The materials used shall be noncombustible.
      Exception: Vents located under the roof covering, along the ridge of roofs, with the exposed surface of the vent covered by noncombustible wire mesh, may be of combustible materials.
      iii. The materials used shall be corrosion resistant.

8. Vents shall not be installed on the underside of eaves and cornices.

   Exceptions:

   1. Vents listed to ASTM E2886 and complying with all the following:
      - There shall be no flaming ignition of the cotton material during the Ember Intrusion Test.
      - There shall be no flaming ignition during the Integrity Test portion of the Flame Intrusion Test.
      - The maximum temperature of the unexposed side of the vent shall not exceed 662°F (350°C).
   2. The enforcing agency shall be permitted to accept or approve special eave and cornice vents that resist the intrusion of flame and burning embers.
   3. Vents complying with the requirements of Section 706A.2 shall be permitted to be installed on the underside of eaves and cornices in accordance with either one of the following conditions:

      3.1. The attic space being ventilated is fully protected by an automatic sprinkler system installed in accordance with Section 903.3.1.1 or,

      3.2. The exterior wall covering, and exposed underside of the eave are of noncombustible materials, or ignition-resistant materials, as determined in accordance with SFM Standard 12-7A-5 Ignition-Resistant Material and the requirements

9. All chimney, flue or stovepipe openings that will burn solid wood will have an approved spark arrester. An approved spark arrester is defined as a device constructed of nonflammable materials, having a heat and corrosion resistance equivalent to 12-gauge wire, 19-game galvanized steel or 24-gage stainless steel. or other material found satisfactory by the Fire Protection District, having ½-inch perforations for arresting burning carbon or sparks nor block spheres having a diameter less than 3/8 inch (9.55 mm). It shall be installed to be visible for the purposes of inspection and maintenance and removeable to allow for cleaning of the chimney flue.

10. All multi-family structures will have automatic interior fire sprinklers installed according to the National Fire Protection Association (NFPA) 13R 2019 edition - *Standard for the Installation of Sprinkler Systems in Low-Rise Residential Occupancies*.

11. All single-family structures will have automatic interior fire sprinklers installed according to the National Fire Protection Association (NFPA) 13D 2019 edition – Standard for the Installation of Sprinkler System in One- and Two-Family Dwellings and Manufactured Homes.7

12. The exterior wall covering, or wall assembly shall comply with one of the following requirements:
    - Noncombustible material, or
    - Ignition resistant material, or
    - Heavy timber exterior wall assembly, or
    - Log wall construction assembly, or
    - Wall assemblies that have been tested in accordance with the test procedures for a 10-minute direct flame contact expose test set forth in ASTM E2707 with the conditions of acceptance shown in Section 707A.3.1 of the California Building Code, or

- Wall assemblies that meet the performance criteria in accordance with the test procedures for a 10-minute direct flame contact exposure test set forth in SFM Standard 12-7A-1.

  Exception: Any of the following shall be deemed to meet the assembly performance criteria and intent of this section including;
  - One layer of 5/8-inch Type X gypsum sheathing applied behind the exterior covering or cladding on the exterior side of the framing, or
  - The exterior portion of a 1-hour fire resistive exterior wall assembly designed for exterior fire exposure including assemblies using the gypsum panel and sheathing products listed in the Gypsum Associate Fire Resistance Design Manual.

13. Exterior walls shall extend from the top of the foundation to the roof and terminate at 2-inch nominal solid blocking between rafters at all roof overhangs, or in the case of enclosed eaves, terminate at the enclosure.

14. Gutters shall be provided with the means to prevent the accumulation of leaf litter and debris within the gutter that contribute to roof edge ignition.

15. All rain gutters, down spouts and gutter hardware shall be constructed from metal or other noncombustible material to prevent wildfire ignition along eave assemblies.

16. No attic ventilation openings or ventilation louvers shall be permitted in soffits, in eave overhangs, between rafters at eaves, or in other overhanging areas.

17. All projections (exterior balconies, decks, patio covers, unenclosed roofs and floors, and similar architectural appendages and projections) or structures less than five feet from a building shall be of non-combustible material, one-hour fire resistive construction on the underside, heavy timber construction or pressure-treated exterior fire-retardant wood. When such appendages and projections are attached to exterior fire-resistive walls, they shall be constructed to maintain same fire-resistant standards as the exterior walls of the structure.

18. Deck Surfaces shall be constructed with one of the following materials:
    - Material that complies with the performance requirements of Section 709A.4 when tested in accordance with both ASTM E2632 and ASTM E2726, or
    - Ignition-resistant material that complies with the performance requirements of 704A.3 when tested in accordance with ASTM E84 or UL 723, or
    - Material that complies with the performance requirements of both SFM Standard 12-7A-4 and SFM Standard 12-7A-5, or
    - Exterior fire-retardant treated wood, or
    - Noncombustible material, or
    - Any material that complies with the performance requirements of SFM Standard 12-7A-4A when the attached exterior wall covering is also composed of noncombustible or ignition resistant material.

19. Accessory structures attached to buildings with habitable spaces and projections shall be in accordance with the Building Code. When the attached structure is located and constructed so that the structure or any portion thereof projects over a descending slope surface greater than 10

percent, the area below the structure shall have all underfloor areas and exterior wall construction in accordance with Chapter 7A of the Building Code.

20. Exterior windows, skylights and exterior glazed door assemblies shall comply with one of the following requirements:
    - Be constructed of multiplane glazing with a minimum of one tempered pane meeting the requirements of Section 2406 Safety Glazing, or
    - Be constructed of glass block units, or
    - Have a fire-resistance rating of not less than 20 minutes when tested according to NFPA 257, or
    - Be tested to meet the performance requirements of SFM Standard 12-7A-2.

21. All eaves, fascia and soffits will be enclosed (boxed) with non-combustible materials. This shall apply to the entire perimeter of each structure. Eaves of heavy timber construction are not required to be enclosed as long as attic venting is not installed in the eaves. For the purposes of this section, heavy timber construction shall consist of a minimum of 4x6 rafter ties and 2x decking.

22. Detached accessory buildings that are less than 120 square feet in floor area and are located more than 30 feet but less than 50 feet from an applicable building shall be constructed of noncombustible materials or of ignition-resistant materials as described in Section 704A.2 of the California Building Code.

    Exception: Accessory structures less than 120 square feet in floor area located at least 30 feet from a building containing a habitable space.

23. All side yard fence and gate assemblies (fences, gate, and gate posts) when attached to the home shall be of non-combustible material. The first five feet of fences and other items attached to a structure shall be of non-combustible material.

24. Exterior garage doors shall resist the intrusion of embers from entering by preventing gaps between doors and door openings, at the bottom, sides, and tops of doors, from exceeding 1/8 inch. Gaps between doors and door openings shall be controlled by one of the methods listed in this section.
    - Weather-stripping products made of materials that:
        (a) have been tested for tensile strength in accordance with ASTM D638 (Standard Test Method for Tensile Properties of Plastics) after exposure to ASTM G155 (Standard Practice for Operating Xenon Arc Light Apparatus for Exposure of Non-Metallic Materials) for a period of 2,000 hours, where the maximum allowable difference in tensile strength values between exposed and non-exposed samples does not exceed 10%; and
        (b) exhibit a V-2 or better flammability rating when tested to UL 94, Standard for Tests for Flammability of Plastic Materials for Parts in Devices and Appliances.
    - Door overlaps onto jambs and headers.
    - Garage door jambs and headers covered with metal flashing.

25. Exterior doors shall comply with one of the following:

1. The exterior surface or cladding shall be of noncombustible material or,
2. The exterior surface or cladding shall be of ignition-resistant material or,

3. The exterior door shall be constructed of solid core wood that complies with the following requirements:
   3.1. Stiles and rails shall not be less than 1-3/8 inches thick.
   3.2. Panels shall not be less than 1-1/4 inches thick, except for the exterior perimeter of the panel that shall be permitted to taper to a tongue not less than 3/8 inch thick.
4. The exterior door assembly shall have a fire-resistance rating of not less than 20 minutes when tested according to NFPA 252 or,
5. The exterior surface or cladding shall be tested to meet the performance requirements of Section 707A.3.1 when tested in accordance with ASTM E2707 or,
6. The exterior surface or cladding shall be tested to meet the performance requirements of SFM Standard 12-7A-1.

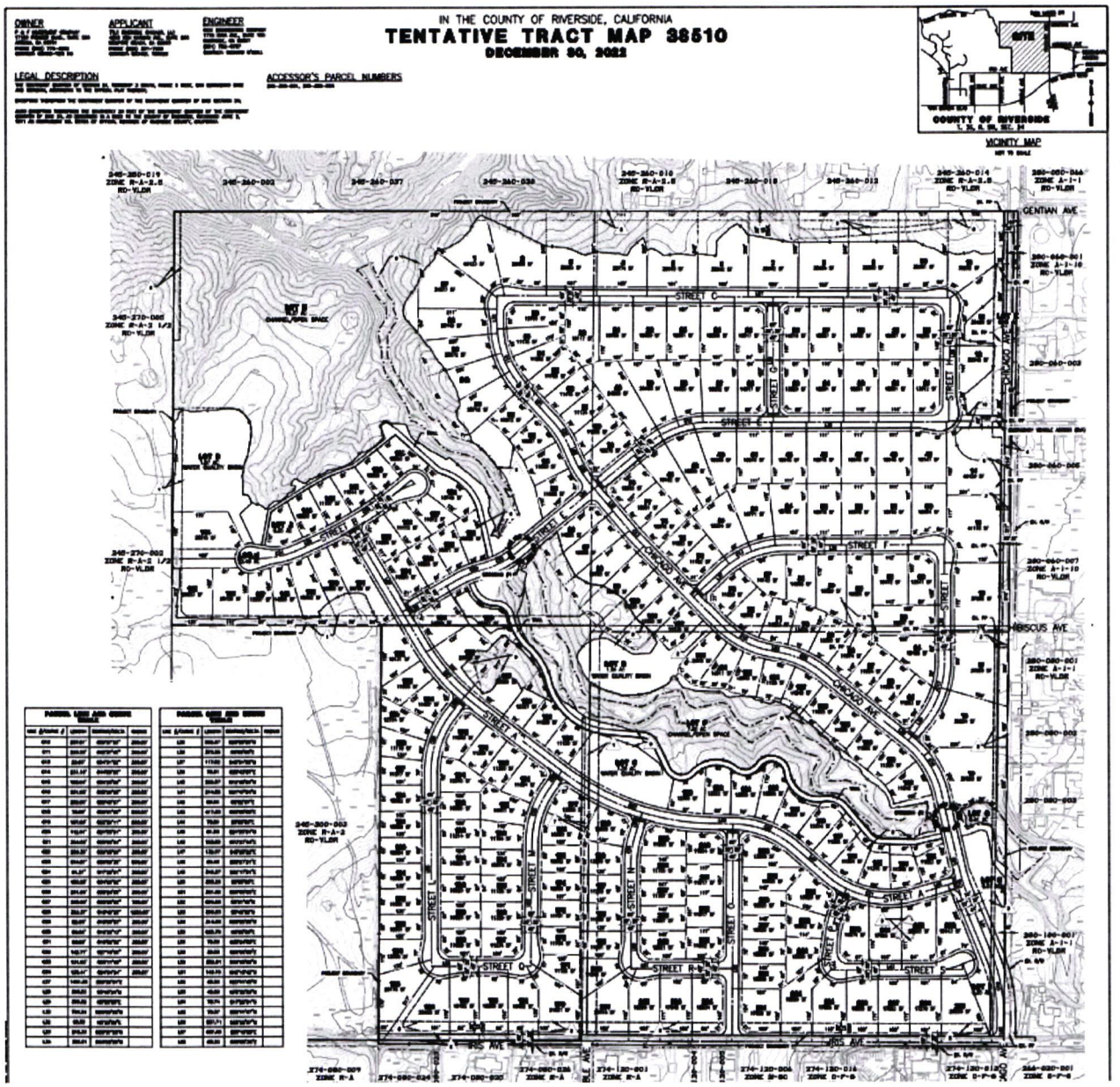
26. Fire access tunnels shall have two hour rated walls consisting of two layers of 5/8" Type 'X' gypsum wallboard panels on each side of the studs. The EZ Taping Systems "Fire Tape" product or equivalent should be used as an alternative to convention joint tape when:
    1. Two or more layers of listed Type 'X' gypsum wallboard are applied vertically with joints staggered and joints of the face board are":
       a. Tightly butted and taped with EZ Taping Systems "Fire Tape" or equivalent product or
       b. Finished with joint compound of EZ Taping Systems "Fire Tape" or equivalent product if the gap between gypsum wallboard panels are visible at the joint.
    2. Two or more layers of USG "Sheetrock" Fire code C gypsum wallboard are applied (horizontally or vertically).
    3. Gypsum panels shall be attached with Type S drywall screws, placed 8" oc to vertical edges and 12" oc to top and bottom runners and intermediate studs.
    4. Fire Tape shall be nominal 2" wide and applied on the vertical joints at studs.

** FAHJ – Fire Authority Having Jurisdiction
SFM – State Fire Marshal
NFPA – National Fire Protection Association

APPENDIX 'E'

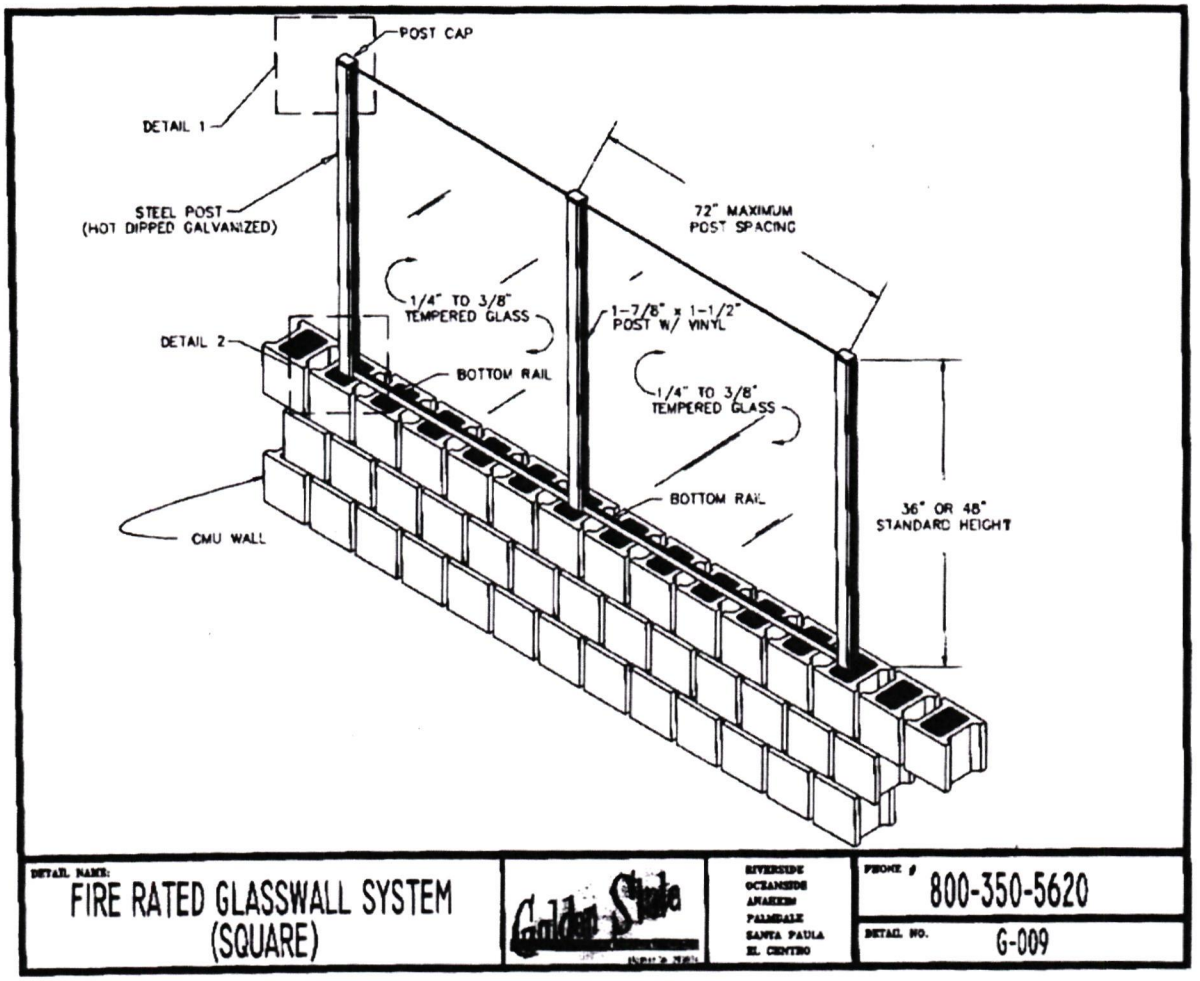
SITE PLAN – ARROYO VISTA PROJECT

Use for general layout purposes only.



APPENDIX 'F'

EXAMPLE OF A VIEW WALL



APPENDIX 'G'

EVACUATION CHECKLIST – WHAT TO TAKE

The following is a recommended list of items to take should a person or family expect that they could be evacuated due to a wildfire. It was adapted from numerous United States Forest Service, Bureau of Land Management and Cooperative Extension publications.

1. **Outside the Home:**
   - ☐ Move all flammable outdoor furniture or other combustibles away from the home, either place them inside the home, garage or throw it into a pool.
   - ☐ Turn off natural gas at the meter or propane gas at the tank, remove BBQ propane tank, take it with you or store it in a secure place such as the garage or away from your house.
   - ☐ Turn on outdoor lighting so in darkness, emergency responders will know where the home is located.
   - ☐ Close all exterior vents, doors, and windows.
   - ☐ Leave exterior doors and gates unlocked to allow emergency responder access.
   - ☐ Fill trash cans and buckets with water and place them where emergency responders can find them, preferably in a well-lit area.
   - ☐ Connect garden hoses to exterior faucets and attach nozzles if available.
   - ☐ If there is time, wet down landscaping to provide additional moisture, especially wet down flammable mulches.

2. **Inside the House:**
   - ☐ Close the Fireplace damper.
   - ☐ Close all windows and exterior vents, close all interior and exterior doors including the garage door, remove flammable curtains from windows.
   - ☐ Close fire-resistant drapes, shutters, and blinds.
   - ☐ Close and lock any cat or doggie doors that lead to the outside.
   - ☐ Move fabric covered furniture away from windows and toward the center of the room.
   - ☐ Leave a light on in each room.
   - ☐ Close all interior doors as you leave.

3. **Preparation of Family, Pets, and Livestock:**
   - ☐ Round up your pets: get them secure and ready to go into the car with no way of escape before they are loaded into the car (this is especially important with cats).

- ☐ Have pet carriers, leashes, food bowls, food, litter boxes, litter, and other pet needs ready to go & ready to be loaded into a car.
- ☐ Make a prior arrangement to contact a neighbor or friend who might be available to help you in an evacuation situation with loading or driving a second or third vehicle, or to help with large animals such as horses, penned animals etc.
- ☐ Evacuate all family members that are not essential to preparing the house for wildfire if possible.
- ☐ Notify your emergency contact person of your plans.
- ☐ Draft an e-mail, send to friends and family about your intentions.
- ☐ Plan several evacuation routes from your home and follow local emergency personnel's directions.
- ☐ Designate a safe meeting place and contact person.
- ☐ Notify the local Humane Society or other organizations for assistance with larger animals if needed.
- ☐ Evacuate pets and livestock, do not set them loose.
- ☐ Load containers with drinking water and food.
- ☐ Take a first aid kit.

4. What to Wear:

- ☐ Wear only cotton or wool clothes, including long sleeve shirt, pants and or jacket, a hat and boots or close toed shoes.
- ☐ Carry gloves, a cotton handkerchief to cover your face and goggles to protect your eyes.
- ☐ Keep your battery powered cell phone, flashlight, and portable radio with you at all times.

5. To Go Bag Items:

- ☐ Important files, back-up disks, plug-in USB virtual drive, small compact file box ready to go. Include such things as homeowner's policy, auto policies, life & investment files, bank records etc. (or store in a fireproof safe or fireproof vault).
- ☐ Include a backup battery powered flashlight, portable radio, and extra batteries.
- ☐ Cell phone charger
- ☐ Address books for both snail mail and email that include your doctor(s) contact information.
- ☐ Prescription medications.
- ☐ Sufficient clothing for 3-5 days in him and her bags.
- ☐ Personal toiletries including: deodorant, disposable shavers, extra toothbrushes, shampoo & shaving cream, toothpaste, and feminine supplies to last 3-5 days.

- ☐ Computer backup files.
- ☐ Family heirlooms, photo albums and videos
- ☐ Inventory of home contents (consider making a video inventory now, prior to an emergency).
- ☐ ATM, credit, and debit cards.
- ☐ Medications such as ibuprofen, aspirin, and antihistamines
- ☐ Prescription glasses
- ☐ Social security cards
- ☐ Passport's
- ☐ Driver's licenses
- ☐ Take important documents such as birth certificates, health insurance cards, marriage certificates, home deed and insurance policies and power of attorney and will.
- ☐ Take masks that will reduce exposure to both disease and the inhalation of flying ash.
- ☐ Take all household & car keys, wallet, and handbag
- ☐ A container of sanitary wipes.

6. **Vehicle Preparation:**
   - ☐ Place your vehicle on the driveway facing the street.
   - ☐ Ensure that the vehicle has at least 1/2 tank of fuel in your vehicle at all times.
   - ☐ Roll up the car windows and close the moon roof.
   - ☐ Close the garage door but leave it unlocked.
   - ☐ If you do not drive, make other arrangements for transportation in advance.

7. **Other Useful Items (If time is available):**
   - ☐ Take cameras & expensive jewelry and important electronic devices.
   - ☐ If you have enough room, consider a few items from your camping or picnic supplies
   - ☐ Pillows & light blankets (in case you might have to sleep outside while evacuated).
   - ☐ Take special or valuable items (make your own list).

C+R ASSOCIATES

TO: Jessica Heidari; TK Consulting

FROM: Phuong Nguyen, PE; CR Associates (CRA)

DATE: July 29, 2023

RE: Arroyo Vista Fire Evacuation Analysis – Technical Memorandum

The purpose of this technical memorandum is to assess the time required for emergency evacuation under several scenarios, assuming a wind-driven fire that results in an evacuation affecting the Arroyo Vista Project ("Project") and surrounding communities. The following discussion of evacuation traffic simulations is not intended to be an Evacuation Plan, nor include elements typically found in an Evacuation Plan. The sole purpose of the traffic simulations is to focus on the vehicle travel times in simulated evacuation events.

Background and Purpose

This memorandum provides a summary of the traffic simulations conducted for evacuation of the Project and surrounding community due to a wildfire. The simulations have been conducted for a variety of evacuation scenarios described below. Modeling potential evacuation traffic impacts requires that numerous assumptions be made to address many variables that will impact a real-life evacuation scenario, including the number of existing vehicles in the community, the number of project vehicles that will need to evacuate, the roadway capacities and whether enhancements are provided (e.g., extra lanes, lane widening, signaling intersections), the total number of intersections and how they will be operating, the final destination, the targeted evacuation area, the total mobilization time, vegetation communities, weather and wind, fire spread rates, humidity, topography, risk to homes, locations of ignitions and new fire starts, and lead time needed, etc. There are many hundreds or thousands of potential model scenarios, and every fire scenario poses variations that regularly change and are reassessed "real-time" during a wildfire. Agencies involved in implementing an evacuation order would not rely on a project-specific evacuation plan, but on situational awareness and wildfire pre-plans, which act as operational tools to provide high-level fire assessments and assets at risk, preferred evacuation approaches, and safety information to inform evacuation decision-making.

The following analysis is intended to present representative evacuation scenarios using the best available information, conservative assumptions, and the best available modeling technology. In an actual emergency, unified command will take into account numerous factors including fire location and spread rates, wind speeds and direction, humidity, topography, fuel loading, emergency access routes, evacuation routes, shelter-in-place options, time needed to evacuate, and other variables, and will issue specific evacuation or shelter-in-place directives consistent with the process and protocols outlined in the City's and County's Emergency Operations Plans. During a wildfire, residents should comply with those directives from authorities and first responders conducting the evacuation or emergency response. The evacuation traffic model used herein is appropriate for planning and comparison purposes but will likely not be relied on by first responders and should not be relied on by residents in time of an emergency; however, it provides useful information that will be provided to agencies and emergency managers.

The roadway network and vehicle input assumptions also have been selected to simulate a "worst-case" evacuation scenario that would occur on a weekend when all Project residents and the surrounding community are at home when ordered to evacuate. This "worst-case" evaluation is not required by law. Nonetheless, this preparer imposed a "worst-case" evaluation out of an abundance of caution. The assumptions that a mass evacuation would occur at on a weekend when all Project residents and the surrounding community are at home when the evacuation order is provided

represents an extreme, worst-case condition. In an actual wildfire event, phased evacuation orders would be given to provide for a more orderly evacuation, and it is likely that fewer residents would be present onsite.

Accordingly, given the highest probability wildfire scenarios that would result in evacuation, the perimeter populations in certain locations may be targeted for evacuation. This type of evacuation is consistent with management of recent wildfires throughout southern California and Riverside County, including the Palisades Fire in 2021, where the phased/surgical evacuation practice has been implemented with great success.

Project Description

The proposed Project which is located on the northwest corner of Chicago Avenue and Iris Avenue in the Woodcrest area of unincorporated County of Riverside is composed of 233 single family detached residential dwelling units. The Project is to construct the following improvement as a design feature in conjunction with development of the site:

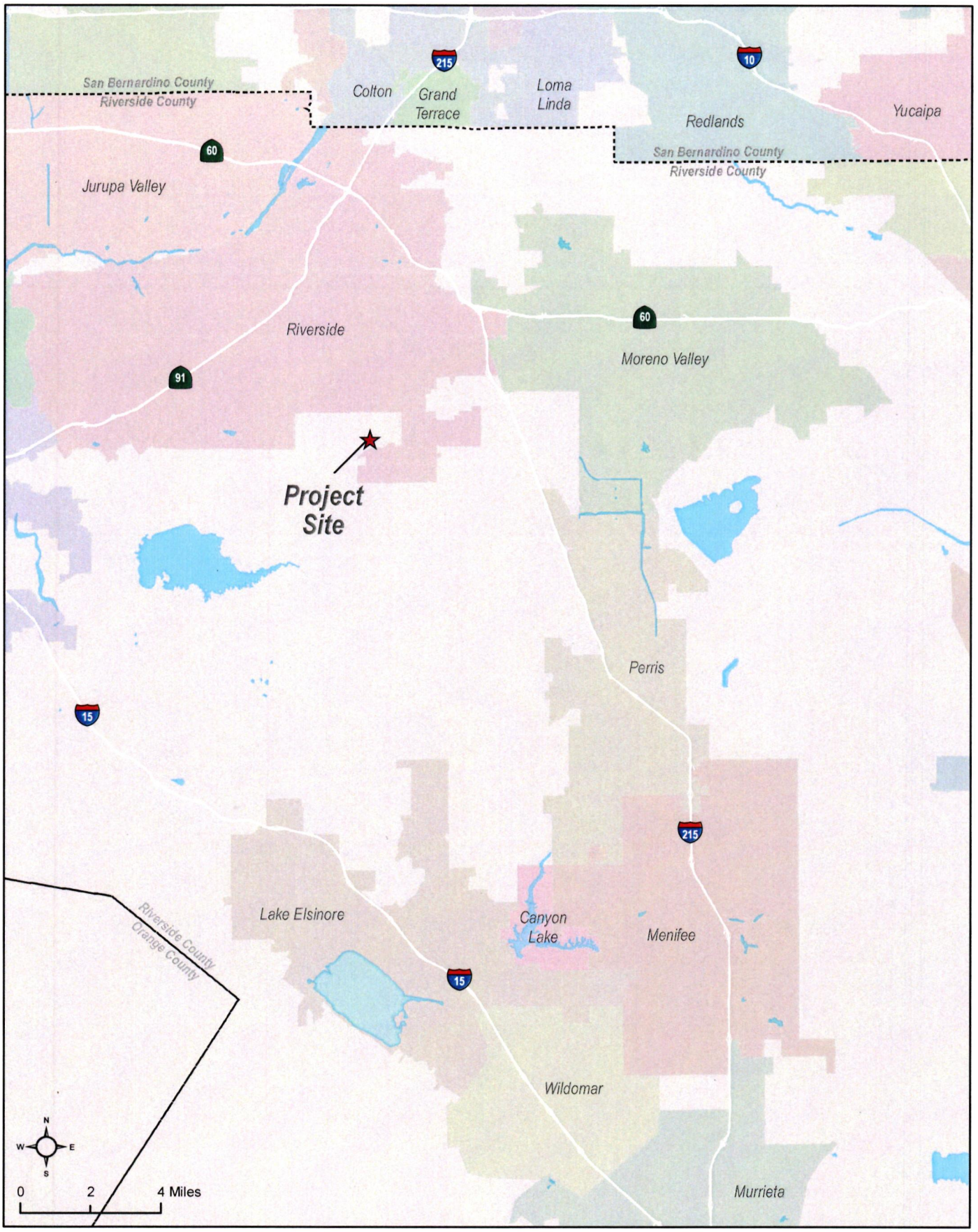
- Project to construct Iris Avenue along the Project's frontage at its ultimate half-section width as a Local Street (60-foot right-of-way) from Chicago Avenue to the Project's western boundary consistent with the County's standards.
- Project to construct existing Chicago Avenue right of way along the Project's frontage at its ultimate half-section width as a modified Local Street (60-foot right-of-way) from the emergency vehicle access to Gentian Avenue, consistent with the County's standards.

Figure 1 displays the proposed Project location and study area, and **Figure 2** displays the proposed Project site plan.

Assumptions

This evacuation analysis was performed for the Project to determine how long it would take for residents of the proposed Project and the surrounding communities to evacuate to nearby urban areas/freeway access in case of a fire emergency. Current evacuation practice typically targets the scope of the evacuation only to the area in immediate danger and placing a larger area on standby for evacuation. This practice allows for better evacuation operations, reduces gridlock, and reserves sufficient travel way for emergency vehicles. It is assumed that first responders or law enforcement will direct traffic at all major intersections during the evacuation process.

During the evacuation process, which can proceed aided by the roadside fuel modification zones and unexposed corridors, wildfire spread, and encroachment may be slowed by fire-fighting efforts that would likely include fixed wing and helicopter fire-fighting assets. Hand crews would also be deployed toward containment. None of the evacuation scenarios assumed counter-flow lanes, as these lanes are reserved for first responders, law enforcement, and fire fighters in case of unforeseen circumstances. Because the proposed Project consists of primarily residential land uses, this analysis assumed a weekend evacuation order, where all the residents are home, and that each household would take all their vehicles during an evacuation.



Arroyo Vista Evacuation Analysis

Figure 1
Regional Location

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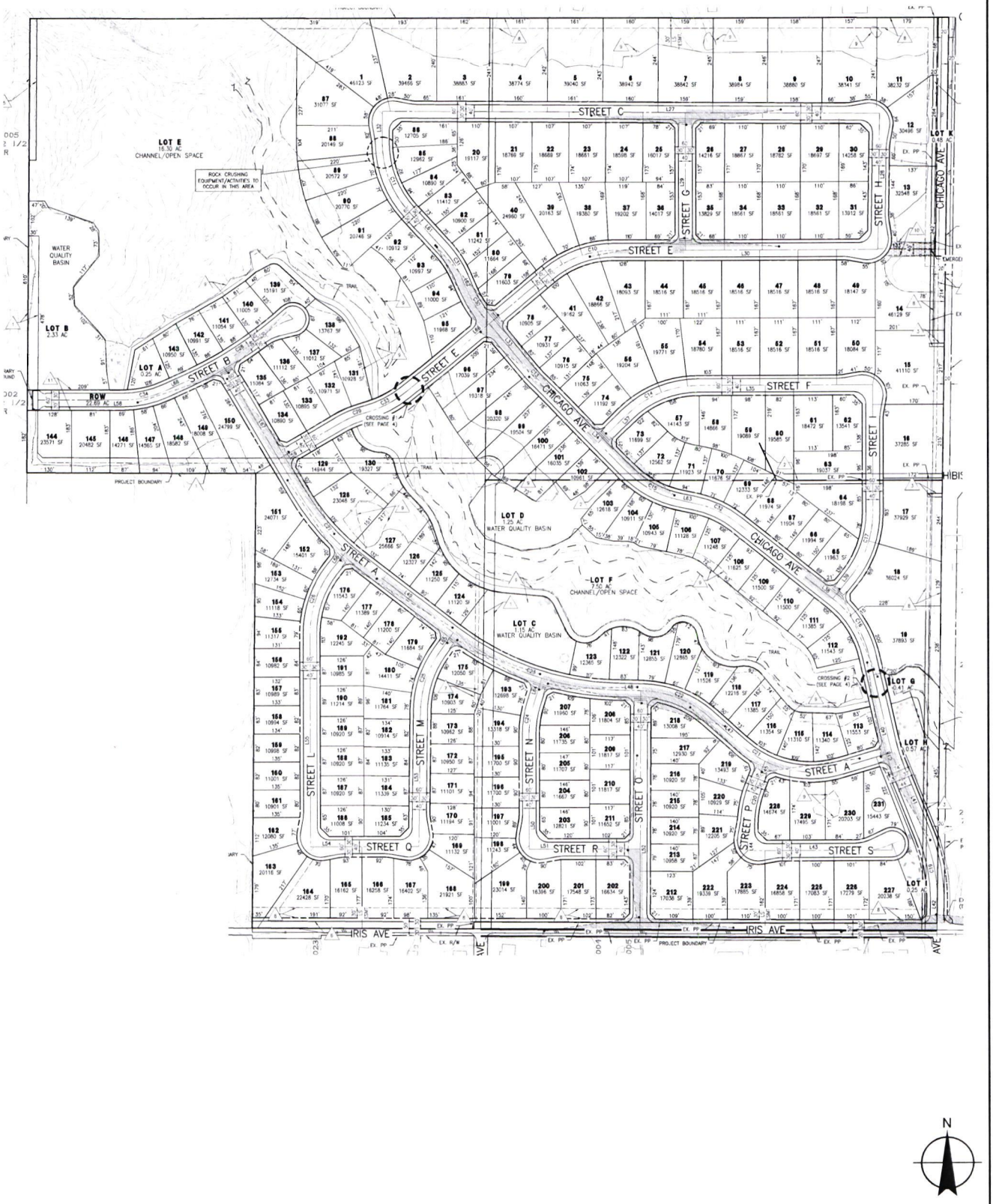


Arroyo Vista Evacuation Analysis

Figure 2
Project Site Plan

C+R

Weekend Evacuation; 100% Occupancy

CRA assumed that the evacuation would occur on the weekend when all residents are home and the parking lot associated with the Amos Temple Church is fully occupied. The assumption was that all residential and non-residential vehicles would participate in the evacuation. In an actual wildfire scenario, it is likely that fewer vehicles would be present on the Project site and within the surrounding communities when an evacuation order is given.

Weekend Evacuation is the most conservative scenario, as this scenario assumed that all residents are at home and visitors/members/patrons/employees of nearby non-commercial land uses such as the Amos Temple Church or the Flat Top Bar and would evacuate with all available vehicles.

Primary Evacuation Routes

Based upon review of previous fires, evacuation orders, and the Riverside Fire Severity Zone Map[1], it is assumed that evacuating vehicles would use the closest route to evacuate to a safe area. It is assumed that traffic evacuating from both the Project and nearby communities would use Van Buren Boulevard, Gardner Avenue, Sage Avenue, Sage Avenue, Porter Avenue, Gamble Avenue, Chicago Avenue, and other local roads to travel to more urbanized, fire-safe areas. This presents a worst-case scenario by assuming more traffic would utilize these roadways despite the other available options that may be employed in an actual evacuation scenario, such as shelter in place or targeted evacuation. **Figure 3** displays the evacuation routes and evacuation area within the study area. Detailed evacuation analysis information is provided in **Attachment A**.

No contraflow lanes were assumed to provide access.[2] Two-way travel was assumed, with evacuating vehicles traveling outbound to the Safe Zone. It is assumed that first responders or law enforcement will direct traffic at all major intersections during the evacuation process. Should evacuation managers determine that contraflow is preferred or necessary, evacuation capacity would increase while evacuation times would decrease.

Safe Zone

Based on review of the County's fire history, fires have halted along areas adjacent to wildland fuels and have not historically progressed into the more densely urbanized, irrigated, and hardscaped areas. Thus, it is assumed that evacuees are considered to reach a safe area once they travel past an urbanize area (Washington Street to the west or Wood Road to the east).

A total of five evacuation scenarios were analyzed:

- **Scenario 1** – *Existing Land Uses*: This scenario estimates the evacuation time for the existing land uses within the study area.

[1] https://koordinates.com/layer/96850-riverside-county-ca-fire-hazard-severity-zones/

[2] Contraflow or lane reversal involves directing traffic to use lanes coming from the source of a hazard to move people away from the hazard. Such a strategy can be used to eliminate bottlenecks in communities with road geometries that prevent efficient evacuations or to facilitate traffic flow out of a major urban area. Among the considerations in planning emergency contraflow are whether sufficient traffic control officers are available, potential negative impact on responding fire apparatus, access management, merging, exiting, safety concerns, and labor requirements. Contraflow configurations must be carefully planned based on on-site factors and should not be implemented in an *ad-hoc* fashion. Dudek July 2014. "Wildland Fire Evacuation Procedures Analysis" for City of Santa Barbara, California, page 65.

- **Scenario 2** – *Proposed Project Only*: This scenario assumed full evacuation of the proposed Project.
- **Scenario 3** – *Existing Land Uses with the proposed Project*: This scenario is similar to Scenario 1, with the addition of the proposed Project traffic.
- **Scenario 4** – *Existing Land Uses with Cumulative Projects*: This scenario is similar to Scenario 1 with the addition of cumulative traffic. Although the Arroyo Vista Traffic Analysis (Urban Crossroad, March 2023) identified 28 cumulative projects in the City of Riverside, 4 projects within the County of Riverside, and 14 projects in the March Joint Power Authority, none of these projects share the same evacuation route as the proposed Project. Thus, for a conservative analysis and consistent with the traffic analysis, a 10.41% ambient growth was assumed for this scenario.
- **Scenario 5** – *Existing Land Uses with Cumulative Projects with the proposed Project*: This scenario is similar to Scenario 4, with the addition of the proposed Project traffic.

Evacuating Vehicles

The number of evacuating vehicles was calculated by taking the total number of residential units and multiplying it by the average vehicle ownership of each area, full occupancy of the Amos Temple Church parking lot, and Saturday May 13, 2023 parking counts for commercial centers within the evacuation area. Average vehicle ownership, residential units, and parking calculations are provided in Attachment A. **Table 1** displays the number of vehicles evacuating under each scenario.

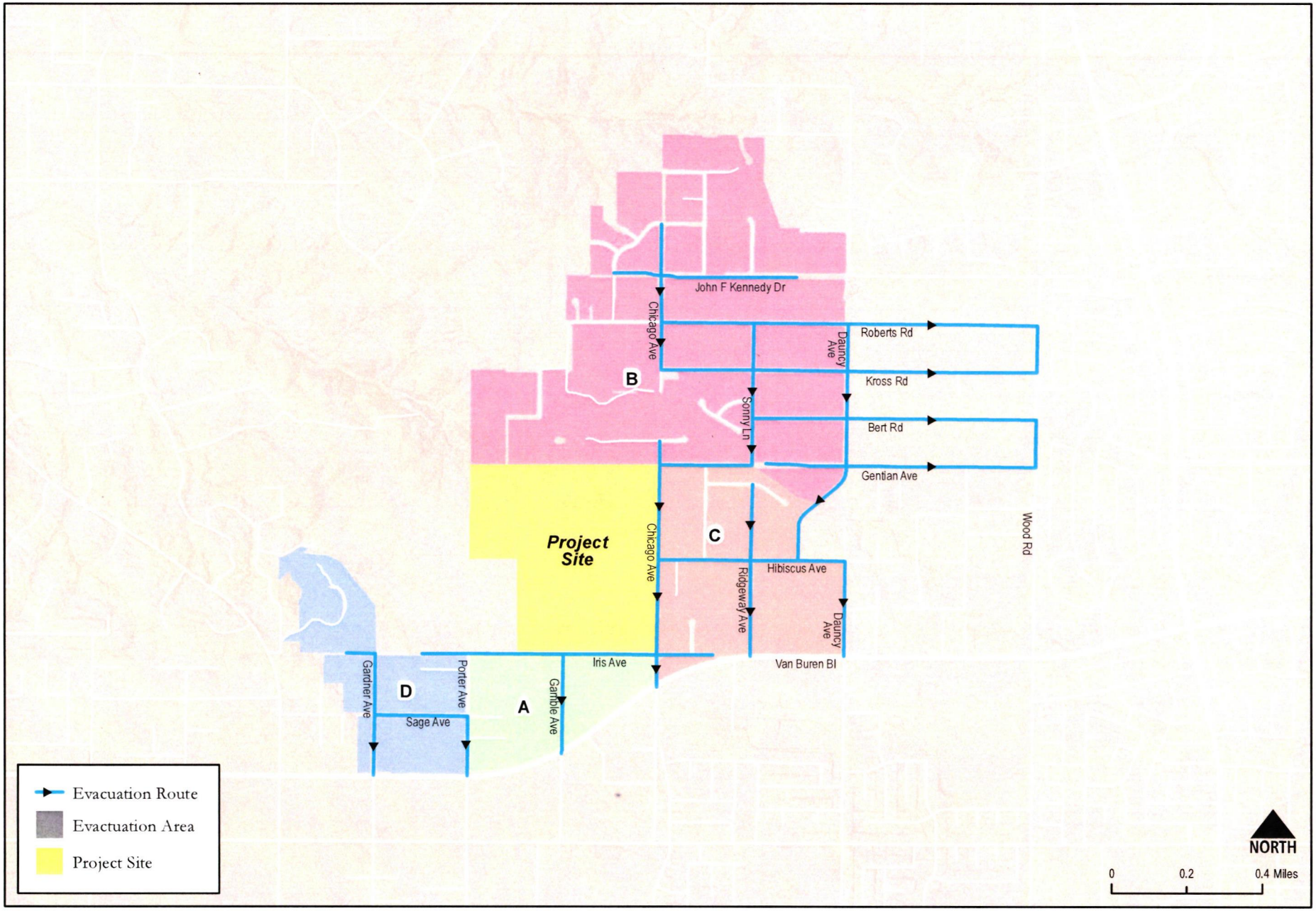
Table 1 – Evacuating Vehicles

Scenario	Number of Evacuating Vehicles					
	Nearby Land Uses (Area)				Project	Total
	A	B	C	D		
Scenario 1 – Existing Land Uses	342	740	450	430	0	1,962
Scenario 2 – Proposed Project Only	0	1	2	3	680	686
Scenario 3 – Existing Land Uses with Proposed Project	342	740	450	430	680	2,642
Scenario 5 – Existing Land Uses with Cumulative Projects	380	820	500	480	0	2,180
Scenario 6 – Existing Land Uses with Cumulative Projects with the proposed Project	380	820	500	480	680	2,860

Source: CR Associates (2023), US Census Bureau (2023), Google Maps (2023).

For this analysis, it was assumed that five percent (5%) of the vehicles involved in evacuation would be heavy vehicles (trucks with trailers). This assumption was made to account for nearby agricultural and industrial land uses which may have a higher proportion of heavy vehicles compared to regular land uses. The assumption of five percent is considered conservative, as the nationally accepted ratio of heavy vehicles to all vehicles is two percent[3].

[3] https://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_599.pdf (p.5). Given that there are no industrial land uses within the evacuation area, this assumption is very conservative in nature.



Arroyo Vista Evacuation Analysis

Figure 3
Evacuation Routes and Evacuation Area

C+R

Mass Evacuation

A mass evacuation scenario was modeled in which all area residents would evacuate at the same time. This assumption presents a worst-case scenario as all traffic would be directed to the evacuation roadways at once. Mass evacuation events can overwhelm a roadway's capacity, which, when reaching a threshold traffic density, begins to decrease traffic flow.

In an actual "real-life" wildfire event, a phased evacuation would be implemented where orders are given to evacuate based on vulnerability, location, and/or other factors, which reduces or prevents traffic surges on major roadways and improves traffic flow. The phased evacuation strategy also prioritizes the evacuation of residents in proximity to the immediate danger, giving emergency managers the ability to monitor the fire situation and decide in real time based on changing conditions whether to order additional evacuations as needed, or not.

Extreme Wildfire Event

The evacuation analysis set forth below assumes a Santa Ana-wind driven fire from the north and/or east of the study area and travels in a westerly and southerly direction. This fire condition is the one most likely to require a large-scale evacuation, and the one that creates the most risk to property and humans.

In California, wildfire-related large-scale evacuations are almost exclusively associated with wildfires that occur on extreme fire weather days, also known as "Red Flag Warning" days. These days occur when relative humidity drops to low levels and strong winds from the north/northeast are sustained. With climate change, periods in which such wildfires occur may increase. During Red Flag Warning days, vegetation is more likely to ignite and fire spread is more difficult to control. In the greater Santa Clarita region, these extreme weather days typically occur during limited periods in the late summer, fall and, occasionally, in the spring, but may occur at other times on a less frequent basis. Currently, it is not common to experience more than 15 to 20 Red Flag Warning days in a typical year. Wildfires that occur during these periods of extreme weather are driven by winds -referred to as "Santa Ana" winds - that come from the north or east and blow toward the south or west. Fires driven by these winds move very quickly, making them difficult to control. In response to such fires, emergency managers typically activate pre-planned evacuation triggers that require down-wind communities to sequentially be notified to evacuate and move to nearby urbanized areas prior to the fire's encroachment.

Wildfires that occur on non-extreme weather days behave in a much less aggressive manner and pose fewer dangers to life and property because they include less aggressive fire behavior and are easier to control. Terrain and fuel are typically the wildfire drivers. During these non-extreme weather days, vegetation is much more difficult to ignite and does not spread fire as rapidly. In these situations, firefighters have a very high success rate of controlling fires and keeping them under 10 acres. CALFIRE estimates that 90% of all vegetation fires occur during normal, onshore weather conditions and that such fires account for only 10% of the land area burned. Conversely, the 10% of wildfires that occur during extreme fire weather account for 90% of the land area burned. This data highlights that the most dangerous fire conditions are those related to a fire that moves rapidly due to high winds and low humidity, whereas under normal conditions fires are likely to be controlled with no evacuation or possibly limited extent, focused evacuations.

While it is possible that a fire driven by onshore wind (i.e., from the west) could require evacuation of the Project, such an event would be highly unusual. Moreover, due to the reduced fire behavior during normal weather periods, the evacuation would not be expected to be a large-scale evacuation of large

areas. Instead, most of the Project area population would be anticipated to remain at their locations and within their communities, with a more targeted evacuation being ordered, if any.

Analysis Methodology

The analysis methodology utilized the following equation for determining evacuation time:

Evacuation Time = (Evacuation Population / Average Vehicle Occupancy) / Roadway Capacity

To analyze the evacuation events, CRA conducted simulations using *Vissim*, a microscopic, multimodal traffic flow modeling software used to simulate different traffic conditions. In *Vissim* simulations, roadway capacity is accounted for and each vehicle in the traffic system is individually tracked through the model and comprehensive measures of effectiveness, such as average vehicle speed and queueing, are collected on every vehicle during each 0.1-second of the simulation. This software enables drivers' behaviors during an evacuation to be replicated. A total of 20 simulations were conducted to yield a reasonable sample size to determine the performance of the study area roadways and impacts during evacuation scenarios. To be conservative, CRA assumed a worst-case scenario in which all vehicles belonging to households in the study area would be used in the evacuation, instead of the necessary number of vehicles needed to evacuate the impacted population.

Evacuation Analysis & Results

Based on the analysis methodology described above, **Table 2** reflects evacuation times for each scenario. The evacuation time does not depict the time for *each* population modeled, but rather the time needed to evacuate *all* populations modeled. Populations located in closer proximity to the safe zone will safely evacuate sooner than the calculated evacuation time.

Table 2 – Evacuation Time Summary – All Scenarios

Scenario	Total Evacuation Vehicles	Evacuation Time (Hours: Minutes)				
		Nearby Land Uses				Project
		A	B	C	D	
Scenario 1 – Existing Land Uses	1,962	0:21	0:27	0:24	0:13	N/A
Scenario 2 – Proposed Project Only	686	N/A	N/A	N/A	N/A	0:26
Scenario 3 – Existing Land Uses with Proposed Project	2,642	0:24	0:39	0:31	0:18	0:31
Scenario 4 – Existing Land Uses with Cumulative Projects	2,180	0:22	0:28	0:27	0:15	N/A
Scenario 5 – Existing Land Uses with Cumulative Projects with the proposed Project	2,860	0:25	0:41	0:33	0:20	0:31

Source: CR Associates (2023).

Although there are no established thresholds for determining whether evacuation times are safe, the Federal Emergency Management Agency (FEMA) has provided a general guideline for reasonable community evacuations of 90 minutes[4]. Therefore, with the Project, the evacuation times are well within the 90-minute timeframe and the analyzed timeframe is based on a very conservative scenario, with actual evacuation times expected to occur over a shorter time frame.

[4] From Fire Services Operational Assessment, Otay Ranch Village 14, Rohde & Associates Emergency Management. 26 pp.

Analysis and Conclusion

Neither CEQA, nor the County has adopted numerical time standards for determining whether an evacuation timeframe is appropriate. Public safety, not time, is generally the guiding consideration for evaluating impacts related to emergency evacuation. The County considers a Project's impact on evacuation significant if the Project will significantly impair or physically interfere with implementation of an adopted emergency response or evacuation plan; or if the Project will expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

The County of Riverside has historically had an extremely high success rate for safely evacuating large numbers of people and doing so in a managed and strategic way using available technological innovations. Safely undertaking large-scale evacuations may take several hours or more and require moving people long distances to designated areas. Further, evacuations are fluid and timeframes may vary widely depending on numerous factors, including, among other things, the number of vehicles evacuating, the road capacity to accommodate those vehicles, residents' awareness and preparedness, evacuation messaging and direction, and on-site law enforcement control.

Notwithstanding evacuation challenges and variables, the success rate in the County of Riverside in safely managing both mass and targeted evacuations is nearly 100% safe evacuations based on research showing there were no fire-caused deaths during an evacuation. Technological advancements and improved evacuation strategies learned from prior wildfire evacuation events have resulted in a system that is many times more capable of managing evacuations. With the technology in use today in the County, evacuations are more strategic and surgical than in the past, evacuating smaller areas at highest risk and phasing evacuation traffic so that it flows more evenly and minimizes the surges that may slow an evacuation. Mass evacuation scenarios where large populations are all directed to leave simultaneously, resulting in traffic delays, are thereby avoided, and those populations most at risk populations are able to safely evacuate.

Based on the evacuation simulations above, evacuation traffic generated by the Project would not significantly increase the average evacuation travel time or result in unsafe evacuation timeframes. Although there is a potential increase in evacuation times of up to 12 minutes for existing communities, the evacuation times under the with Project conditions are all under the 90 minutes threshold provided above.

The information presented above will be provided to law enforcement and fire agencies for use in pre-planning scenarios to better inform in the field decisions made pursuant to adopted Emergency Response Plans. Emergency personnel who issue an evacuation order may consider these time estimates in determining when and where to issue evacuation orders. In a real evacuation scenario, emergency managers may use alternative actions/options to further expedite evacuation. Such actions may include providing additional lead time in issuing evacuation orders, prioritizing area at higher risks, providing alternative signal control at downstream intersections, utilizing additional off-site routes or directing traffic to roadways with additional capacity, implementing contra-flow lanes, issuing "shelter-in-place" orders when determined to be safer than evacuation, or considering the possibility of a delayed evacuation where parts of the population could be directed to remain on-site until the fire burns out in the sparse fuels around the evacuation route. These options require "in the field" determinations of when evacuations are needed and how they are phased to maximize efficiency. Overall, safe evacuation of the Project and surrounding community is possible in all modeled scenarios.

Limitations

CRA has presented a conservative analysis simulating evacuation during an extreme wildfire event. However, as discussed above, wildfires are variable events. The underlying planning principle for fire

preparedness, given the dynamic nature of a fire, is to demonstrate the availability of multiple route alternatives and response strategies to permit emergency professionals to manage their response according to the specific circumstances. The Project area provides ample route and response alternatives that were not considered in this model. Emergency responders will coordinate the safest possible evacuation based on the dynamic circumstances of the actual event, including the appropriate phasing of the evacuation, and utilization of the most appropriate ingress and egress routes for area residents and emergency responders.

The breadth of route alternatives and response strategies available to emergency professionals to manage a potential fire in the County cannot and should not be evaluated using this evacuation analysis alone.

This travel time analysis presents a reasonable vehicle travel time estimate based on professional judgment made by CRA based on after fire report from previous evacuation in Southern California. Changing any number of these assumptions can lengthen or shorten the average vehicle travel time.

For instance, a situation could arise in which professionals *may* choose to utilize additional roadways for evacuation not utilized in the analyses and *may also* choose to guide vehicle trips to more or different route permutations relative to what has been modeled in this analysis. A phased evacuation is also likely to be implemented, which improves the orderly flow of traffic in an evacuation scenario.

The net result of changing the variables selected could yield an average evacuation travel time shorter or longer than the results detailed in the analysis. Many factors can shorten or lengthen the vehicle time from the results shown herein. For example:

1. Changing the evacuation area affected by the evacuation order would affect the results.

2. Increasing or decreasing the number of path permutations and percentage of the population utilizing each route that leads out of the immediate area could shorten or lengthen vehicle travel time relative to the results shown herein.

3. Emergency professionals electing to reserve certain travel lanes for emergency vehicle ingress for periods of time could affect the travel time relative to the results shown herein.

4. Assuming evacuees utilize fewer or more vehicles to evacuate from their homes relative to the vehicle utilization rate selected in the analysis would shorten or lengthen vehicle travel time relative to the results shown herein.

5. Changing the mix of vehicle trips allocated to each evacuation route could shorten or lengthen vehicle travel time relative to the results shown herein.

6. Assuming different road condition adjustment factors could shorten or lengthen the vehicle travel time relative to the results shown herein.

7. Assuming fewer people are at home when the evacuation notice is given would reduce the number of vehicle trips and shorten vehicle travel time relative to the results shown herein. For instance, an evacuation during daytime hours could result in fewer outbound trips than assumed in this analysis.

8. Assuming some portion of vehicle trips are made in advance of the evacuation notice would reduce the number of vehicle trips relative to the results shown herein.

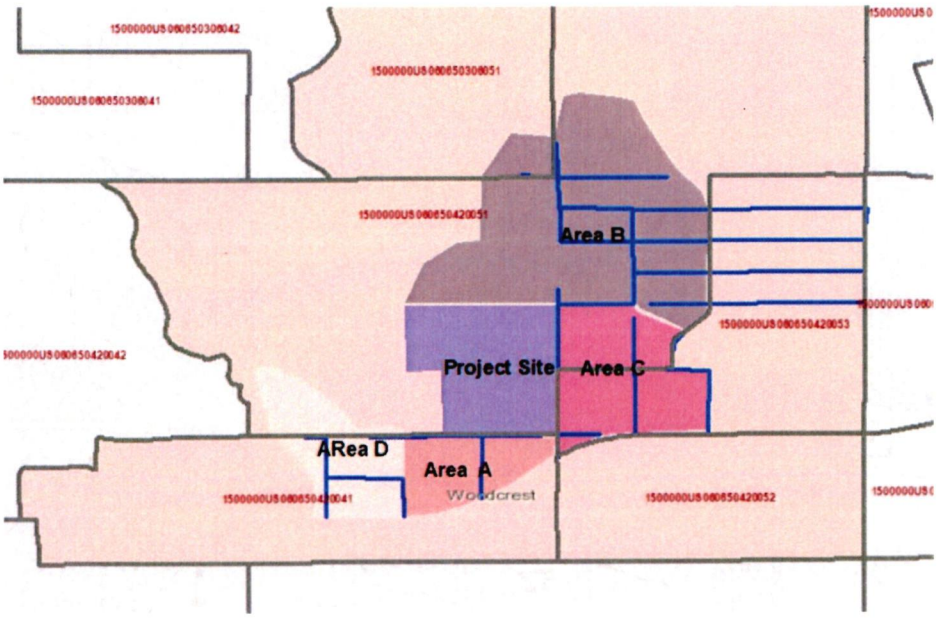
9. Assuming emergency professionals elect to implement contraflow on certain roadways to open up additional lanes for emergency evacuation egress could reduce the travel time results shown herein.

This evacuation time analysis is necessarily limited in scope given the numerous variables inherent in a wildfire and evacuation event. However, as discussed above, it is not anticipated that the Project will significantly impact evacuation of the proposed or existing surrounding communities based on evacuation times and other qualitative considerations.

Prepared by

Phuong Nguyen, PE
Senior Transportation Engineer
CR Associates

Vehicle Ownership Calculation



			Project Site		
Join ID	306051	420041	**420051**	420052	420053
Total:	778	493	665	441	307
Owner occupied:	724	427	621	385	250
No vehicle available	9	0	0	0	0
1 vehicle available	57	37	22	34	10
2 vehicles available	255	95	273	167	64
3 vehicles available	202	43	200	70	150
4 vehicles available	79	45	55	114	9
5 or more vehicles available	122	207	71	0	17
Renter occupied:	54	66	44	56	57
No vehicle available	0	19	0	0	0
1 vehicle available	0	10	16	0	30
2 vehicles available	8	18	0	28	0
3 vehicles available	37	15	0	6	8
4 vehicles available	9	0	0	22	19
5 or more vehicles available	0	4	28	0	0
Total Vehicles	2262	1682	**1899**	1196	839
Average Vehicles per HH	2.907455	3.411765	**2.855639**	2.712018	2.732899

Zone	A	B	C	D	Project
Single/Multi Family Residential	46	258	94	113	235
Average Vehicle Ownership	3.41	2.86	2.86	3.41	2.86
Total Veh (Residential) - Round up Nearest 10	160	740	270	390	680
Other LU					
Amos Temple Church (30 parking spaces)	30				
Commercial	152		180	40	
Total Evacuating Passenger Vehicles	342	740	450	430	680
Cumulative Projects (10.41% Growth)	38	80	50	50	0
Total Evacuating Passenger Vehicles under Cumulative, Rounded up to nearest 10.	380	820	500	480	680

Attachment B
Evacuation Analysis Worksheets

Existing

Start Zone	Start Gate	Start Time	End Zone	End Gate	End Time	Elapse Seconds	Elapse Time
A	1	907.805	Area A Evac	9	1519.37	611.565	0:10
A2	2	241.38	Area A Evac	9	1519.37	1277.99	0:21
B1	3	233.65	Area B Evac	10	1879.01	1645.36	0:27
B2	4	911.605	Area B Evac	10	1879.01	967.405	0:16
B3	5	917.975	Area B Evac	10	1879.01	961.035	0:16
C	6	906.97	Area C Evac	11	2398.465	1491.495	0:24
D	7	907.365	Area D Evac	12	1725.615	818.25	0:13

Existing + Project

Start Zone	Start Gate	Start Time	End Zone	End Gate	End Time	Elapse Seconds	Elapse Time
A	1	907.805	Area A Evac	9	1705.725	797.92	0:13
A2	2	241.38	Area A Evac	9	1705.725	1464.345	0:24
B1	3	233.65	Area B Evac	10	2575.92	2342.27	0:39
B2	4	911.605	Area B Evac	10	2575.92	1664.315	0:27
B3	5	917.975	Area B Evac	10	2575.92	1657.945	0:27
C	6	906.97	Area C Evac	11	2796.405	1889.435	0:31
D	7	907.365	Area D Evac	12	2029.625	1122.26	0:18
Project	8	223.525	Project Evac	13	2089.655	1866.13	0:31

Project Only

Start Zone	Start Gate	Start Time	End Zone	End Gate	End Time	Elapse Seconds	Elapse Time
Project	8	223.525	Project Evac	13	1799.665	1576.14	0:26

Cumulative

Start Zone	Start Gate	Start Time	End Zone	End Gate	End Time	Elapse Seconds	Elapse Time
A	1	907.805	Area A Evac	9	1571.895	664.09	0:11
A2	2	240.235	Area A Evac	9	1571.895	1331.66	0:22
B1	3	233.22	Area B Evac	10	1972.315	1739.095	0:28
B2	4	911.605	Area B Evac	10	1972.315	1060.71	0:17
B3	5	917.975	Area B Evac	10	1972.315	1054.34	0:17
C	6	906.97	Area C Evac	11	2534.155	1627.185	0:27
D	7	907.365	Area D Evac	12	1812.81	905.445	0:15

Cumulative + Project

Start Zone	Start Gate	Start Time	End Zone	End Gate	End Time	Elapse Seconds	Elapse Time
A	1	907.805	Area A Evac	9	1755.4	847.595	0:14
A2	2	240.235	Area A Evac	9	1755.4	1515.165	0:25
B1	3	233.22	Area B Evac	10	2733.37	2500.15	0:41
B2	4	911.605	Area B Evac	10	2733.37	1821.765	0:30
B3	5	917.975	Area B Evac	10	2733.37	1815.395	0:30
C	6	906.97	Area C Evac	11	2909.525	2002.555	0:33
D	7	907.365	Area D Evac	12	2133.85	1226.485	0:20
Project	8	223.525	Project Evac	13	2142.485	1918.96	0:31

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

April 13, 2023

Krista Mason, Project Planner
County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

CHAIR
Steve Manos
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County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.:	ZAP1562MA23
Related File Nos.:	GPA220009 (General Plan Amendment), CZ2200031 (Change of Zone), TTM38510 (Tentative Tract Map)
Compatibility Zone:	Zone D
APNs:	245-300-001 and 245-300-004

Dear Ms. Mason:

On April 13, 2023, the Riverside County Airport Land Use Commission (ALUC) found County of Riverside Case Nos. GPA220009 (General Plan Amendment), CZ2200031 (Change of Zone), TTM38510 (Tentative Tract Map), a proposal to divide 140.8 acres into 232 single-family residential lots, located on the northwest corner of Chicago Avenue and Iris Avenue, also proposes to amend the site's land use designation from Very Low Density Residential (VLDR) to Low Density Residential (LDR) and change the site's zoning from Light Agricultural to One-Family Dwelling, **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

   (a) 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 or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or FAA-approved navigational signal light or visual approach slope indicator.

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

   (c) 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. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer

stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

(e) Hazards to flight

3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.

4. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.
Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

   A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

6. The project has been evaluated to subdivide 140.8 acres into 232 residential lots. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director

Supporting documentation was provided to the Airport Land Use Commission and is available online at www.rcaluc.org, click Agendas 4-13-23 Agenda, Bookmark Agenda Item No. 3.3.
If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: TTLC Riverside Chicago, LLC (applicant)
T&B Planning Inc. (representative)
P&F Investment Company (property owner)
Gary Gosliga, March Inland Port Airport Authority
Major. David Shaw, Base Civil Engineer, March Air Reserve
Base ALUC Case File

X:\AIRPORT CASE FILES\March\ZAP1562MA23\ZAP1562MA23.LTR.doc

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b)(13)(A)

N□TI□E

THERE IS AN AIRPORT NEARBY.

THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY
ALUC
AIRPORT LAND USE COMMISSION

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ Phone: _____

1.0 Analysis of Project Consistency with the Riverside County General Plan

Table 1, *Project Consistency with Riverside County General Plan Policies*, provides an analysis of the proposed Project's consistency with applicable policies of the Riverside County General Plan.

Table 1 Project Consistency with Riverside County General Plan Policies

Project Consistency with Riverside County General Plan Policies	
General Plan Land Use Element	
LU 1.1 through LU 1.12: The Administration policies of the General Plan (Policies LU 1.1 through LU 1.12) generally provide guidance to County staff and decision makers with respect to administration of the Land Use Element.	Consistent. Policies LU 1.1 through LU 1.12 provide guidance to County staff and decision makers with respect to administration of the Land Use Element, and the Project would not conflict with such policies.
LU 2.1: Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with the following: (AI 1, 3, 5, 9, 27, 29, 30, 41, 60, 91) a. Provide a land use mix at the countywide and area plan levels based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure, and services. b. Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities. c. Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses. d. Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible. e. Concentrate growth near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible. f. Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile. g. Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.	Consistent. The Project Applicant proposes a General Plan Amendment (GPA) and Change of Zone (CZ) to change the land use designations and zoning designations as applied to the Project site to allow for development with residential and open space land uses, water quality basins, and backbone roadways. Additionally, the Project proposes to cluster residential uses on site in accordance with General Plan policies that promote clustering to avoid sensitive natural resources. The Project is located near residential and commercial areas. The land uses proposed by the Project are consistent with the patterns and distribution of use and density depicted on the General Plan Land Use Map and LMWAP Map, and are consistent with the Project site's underlying Foundation Component designation of Rural Community. As documented throughout the Project's EIR, the Project site is not environmentally sensitive or subject to severe natural hazards. The area envisioned for future residential development is subordinate to the existing County General Plan and LMWAP's goal of developing the site to guide the evolving character of the surrounding area. Thus, the Project as proposed is consistent with Policy LU 2.1.
LU 3.1: Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps (Figure LU-1) and the Area Plan Land Use Maps in accordance with the following concepts: (AI 1, 3, 9, 10, 125) a. Accommodate communities that provide a balanced mix of land uses, including employment,	Consistent. The Project would accommodate land use development in general conformance to the patterns and distribution of use and density depicted on the General Plan Land Use Maps and LMWAP Land Use Map. Although the Project

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
recreation, shopping, public facilities and housing. b. Assist in and promote the development of infill and underutilized parcels which are located in Community Development areas, as identified on the General Plan Land Use Map. c. Promote parcel consolidation or coordinated planning of adjacent parcels through incentive programs and planning assistance. d. Create street and trail networks that directly connect local destinations, and that are friendly to pedestrians, equestrians, bicyclists, and others using non-motorized forms of transportation. e. Re-plan existing urban cores and specific plans for higher density, compact development as appropriate to achieve the RCIP Vision. f. In new towns, accommodate compact, transit-adaptive infrastructure (based on modified standards that take into account transit system facilities or street network). g. Provide the opportunity to link communities through access to multi-modal transportation systems.	proposes a GPA to change the site's land use designations to allow for development with residential and open space land uses, the proposed land uses would consist of land uses that the General Plan identifies for development with rural (i.e., Rural Community) land uses. The Project would promote development of underutilized parcels which are located in Rural Community areas, as identified on the General Plan Land Use Map, and would create street and trail networks that directly connect local neighborhoods, and that are friendly to pedestrians, bicyclists, and others using non-motorized forms of transportation. The Project is not a designated site for Riverside Transit Agency public transit stops.
LU 3.2: Use open space, greenways, recreational lands, and watercourses as community separators. (AI 25, 40, 60, 61)	Consistent. The Project accommodates approximately 23.75 acres of open space, including a 16-foot-wide recreational trail, and utilizes the clustering of lots to preserve the existing natural drainage areas and upland areas. A portion of lots include manufactured slopes and conservation easements to buffer development away from the existing natural drainage areas.
LU 3.3: Promote the development and preservation of unique communities in which each community exhibits a special sense of place and quality of design. (AI 14, 30)	Consistent. The Project's design proposes residential, recreational, and open space land uses that would complement other existing and planned developments in the immediate vicinity of the Project site, and the evolving rural and low-density character of the area. The Project includes a corresponding Tentative Tract Map (TTM), which would provide site design elements that complements the evolving rural and low-density character of the area. The TTM would ensure that development on Project site does not conflict with existing or planned surrounding land uses and that future development occurs in a manner that would exhibit a special sense of place and quality of design through the implementation of complementary land use interfaces and proper buffers between different land uses. Therefore, the Project is consistent with Policy LU 3.3.
LU 3.4: Allow techniques, such as incentives or transfer of development credit programs or other	Not Applicable. Policy LU 3.4 provides guidance to County staff

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
mechanisms, to achieve more efficient use of land. (AI 9, 30)	and decision makers. The Project would not conflict with Policy LU 3.4.
LU 3.5: Prepare a community separators map or overlay that will illustrate the intent of the County of Riverside and its residents that Riverside County's distinctive community identities be maintained. The map should be a bubble diagram rather than attempting to delineate policy boundaries. Topographical and geographical features such as mountains, hills, rivers, and floodplains should constitute the community separators in most cases. The map should be used as a tool for Riverside County's use in inter-governmental matters, such as commenting on proposals submitted to or by LAFCO, cities, or tribal authorities. (AI 4)	Not Applicable. Policy LU 3.5 provides guidance to County staff and decision makers. The Project would not conflict with Policy LU 3.5.
LU 4.1: Require that new developments be located and designed to visually enhance, not degrade the character of the surrounding area through consideration of the following concepts: (AI 1, 3, 6, 14, 23, 24, 41, 62) a. Compliance with the design standards of the appropriate area plan land use category. b. Require that structures be constructed in accordance with the requirements of Riverside County's zoning, building, and other pertinent codes and regulations. c. Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review. d. Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation systems. e. Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided for in Title 24 Part 6 and/or Part 11, of the California Code of Regulations (CCR). f. Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate. g. Encourage innovative and creative design concepts. h. Encourage the provision of public art that enhances the community's identity, which may include elements of historical significance and creative use of children's art. i. Include consistent and well-designed signage that is integrated with the building's architectural character. j. Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses. k. Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods. l. Mitigate noise, odor, lighting, and other impacts on surrounding properties.	Consistent. Future development on site would be subject to compliance with Riverside County's Zoning Ordinance and Clustering guidelines, to ensure future development visually enhances and does not degrade the character of the surrounding area. Additionally, all future development would be required to comply with Riverside County's building and other pertinent codes and regulations. The Project utilizes water conservation techniques, including basins, and would require that landscape plans be required in the future in conjunction with implementing developments. All future development would be subject to compliance with Title 24 Part 6 and/or Part 11, of the California Code of Regulations (CCR). The Project promotes innovative and creative design concepts through the use of clustering. All entrances into the site were designed to minimize conflicts with existing adjacent residential neighborhoods. As discussed throughout the Project's EIR, with mitigation measures the Project would minimize impacts on surrounding properties, including impacts due to noise, odor, and lighting. The remaining components of Policy LU 4.1 are not applicable to the proposed Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
m. Provide and maintain landscaping in open spaces and parking lots. n. Include extensive landscaping. o. Preserve natural features, such as unique natural terrain, arroyos, canyons, and other drainage ways, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems. p. Require that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements. q. Design parking lots and structures to be functionally and visually integrated and connected. r. Site buildings access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity. s. Establish safe and frequent pedestrian crossings. t. Create a human-scale ground floor environment that includes public open areas that separate pedestrian space from auto traffic or where mixed, it does so with special regard to pedestrian safety. u. Recognize open space, including hillsides, arroyos, riparian areas, and other natural features as amenities that add community identity, beauty, recreational opportunities, and monetary value to adjacent developed areas. v. Manage wild land fire hazards in the design of development proposals located adjacent to natural open space.	
LU 4.2: Require property owners to maintain structures and landscaping to a high standard of design, health, and safety through the following: (AI 5) a. Provide proactive code enforcement activities. b. Promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants about property maintenance methods. c. Promote and support community and neighborhood based efforts for the maintenance, upkeep, and renovation of structures and sites.	Not Applicable. Policy LU 4.2 provides direction to County staff and would apply to maintenance of on-site areas following buildout of the Project site as proposed.
LU 4.3: Create programs to ensure historic preservation. (AI 1)	Not Applicable. Policy LU 4.3 provides direction to County staff and decision makers, and is not applicable to the proposed Project.
LU 4.4: Encourage the appropriate interpretive use of historic or prehistoric resources for such things as educational kiosks, specially designed play equipment, or historical landscaping.	Not Applicable. As documented in EIR Subsection 4.5, *Cultural Resources*, there are no significant historic resources on the Project site under existing conditions as defined by the CRHR and CEQA.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
LU 4.5: Permit historically significant buildings to vary from building and zoning codes in order to maintain the historical character of Riverside County; providing that the variations do not endanger human life and buildings comply with the State Historic Building Code. (AI 1)	Not Applicable. As documented in EIR Subsection 4.5, *Cultural Resources*, there are no historically significant buildings on the Project site under existing conditions.
LU 4.6: Promote the availability of day care centers including locating such centers at or near work sites, within high density residential projects, and near transportation hubs.	Not Applicable: The proposed Project consists of 231 lots designated Low Density, with an overall project density of 1.6 du/ac. The Project does not propose high density residential use and is not near transportation hub. Thus, Policy LU 4.6 is not applicable.
LU 5.1: Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, educational and day care centers transportation systems, and fire/police/medical services. (AI 3, 4, 32, 74)	Consistent. Potential impacts to public services and transportation systems are evaluated in EIR Subsections 4.16, *Public Services*, 4.18, *Transportation*, and 4.20, *Utilities and Service Systems*. As documented in these Subsections, the Project proposes to provide all necessary utility and transportation infrastructure to support the proposed development. Therefore, the Project as proposed is consistent with LU 5.1.
LU 5.2: Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service. (AI 3, 4, 32, 74)	Not Applicable. Policy LU 5.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 5.3: Review all projects for consistency with individual urban water management plans (AI 3)	Consistent. As documented in EIR Subsection 4.20, *Utilities and Service Systems*, the Project would be consistent with the Urban Water Management Plan (UWMP) of the Western Municipal Water District (WMWD). Thus, the Project would be consistent with Policy LU 5.3.
LU 5.4: Ensure that development and conservation land uses do not infringe upon existing essential public facilities and public utility corridors, which include county regional landfills, fee owned rights-of-way and permanent easements, whose true land use is that of public facilities. This policy will ensure that the public facilities designation governs over what otherwise may be inferred by the large-scale general plan maps. (AI 3)	Consistent. The Project would not infringe upon existing essential public facilities and public utility corridors, which include county regional landfills, fee owned rights-of-way, and permanent easements, whose true land use is that of public facilities. Thus, the Project would be consistent with Policy LU 5.4.
LU 6.1 Provide opportunities to develop a wide range of quality day care facilities, including large and small family day care homes and public and private day care facilities. (AI 126, 127, 128) a. Permit day care facilities where Riverside County usually permits single family residential uses except for areas designated Community Development-Heavy Industrial and Open Space designations of Mineral Resources, Conservation Habitat, Conservation, and Water and areas where day care facilities are prohibited pursuant to adopted Airport Land Use Compatibility Plans. Limit the capacity of new (or expanded capacity of existing) day care facilities in areas subject to	Consistent. The Project would be in conformance with Article VI, Section 6.1 of Riverside County Ordinance No. 348. Thus, the Project does not conflict with Policy LU 6.1.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
hazards or risk that are not amenable to mitigation such as aircraft accident potential. b. When feasible, require day care facilities in new residential, commercial, office/industrial and larger mixed use developments, except in areas where day care facilities are prohibited pursuant to adopted Airport Land Use Compatibility Plans. Limit the capacity of new (or expanded capacity of existing) day care facilities in areas subject to hazards or risks that are not amenable to mitigation such as aircraft accident potential. c. Promote in high-need locations, especially in conjunction with schools, parks, faith-based institutions, community centers and senior centers.	
LU 6.2: Encourage cities to adopt day care facility policies that are consistent with Riverside County's day care facility policies.	Not Applicable. Policy LU 6.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 7.1: Require land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts. (AI 1, 3)	Consistent. The Project has been designed to ensure compatibility with the County General Plan, LMWAP, and surrounding land uses, through site planning, building design, street design, landscaping, and other design elements. Although the Project involves an amendment to the General Plan, the range of land uses are consistent with the Rural Community Foundation Component applied to the Project site by the General Plan Land Use Map. The concurrent Tentative Tract Map ensures that future on-site residential uses do not result in any impacts or incompatibility issues with respect to surrounding residential development. Thus, the Project would be consistent with Policy LU 7.1.
LU 7.2: Notwithstanding the Public Facilities designation, public facilities shall also be allowed in any other land use designation except for the Open Space-Conservation and Open Space-Conservation Habitat land use designations. For purposes of this policy, a public facility shall include all facilities operated by the federal government, the State of California, the County of Riverside, any special district governed by or operating within the County of Riverside or any city, and all facilities operated by any combination of these agencies.	Not Applicable. Policy LU 7.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 7.3: Consider the positive characteristics and unique features of the project site and surrounding community during the design and development process. (AI 3)	Consistent. The Project provides site design elements that complements the evolving rural and low-density character of the area and accommodates 23.75 acres of open space, including a 16-foot-wide recreational trail, which would buffer the proposed community from existing development. The concurrent Tentative Tract Map (TTM) would ensure that development on Project site does not conflict with existing or planned surrounding land uses and that future development occurs in a manner that would

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	exhibit a special sense of place and quality of design through the implementation of complementary land use interfaces and proper buffers between different land uses. Thus, the Project is consistent with Policy LU 7.3.
LU 7.4: Retain and enhance the integrity of existing residential, employment, agricultural, and open space areas by protecting them from encroachment of land uses that would result in impacts from noise, noxious fumes, glare, shadowing, and traffic. (AI 3)	Consistent: The Project proposes residential and open space land uses. As documented in the Project's EIR, the Project would not result in impacts from noise, noxious fumes, glare, or shadowing (refer to EIR Subsections 4.1 4.3, and 4.13). The Project would be conditioned to require transportation improvements, payment of fair-share contributions, and payment of fees to the County's DIF and TUMF programs, which would ensure all study area facilities achieve an acceptable level of service (LOS).
LU 7.5: Require buffering to the extent possible between urban uses and adjacent rural/equestrian oriented land uses. (AI 3).	Consistent. The Project proposes to accommodate 23.75 acres of open space, which would provide adequate buffers to surrounding agricultural and rural land uses surrounding the Specific Plan. Thus, the Project would be consistent with Policy LU 7.5.
LU 7.6: Require buffering to the extent possible and/or the maintaining of a natural edge for proposed development directly adjacent to National Forests. (AI 3)	Not Applicable. The Project site is not immediately adjacent to National Forests. Thus, Policy LU 7.6 is not applicable to the proposed Project.
LU 7.7: Require buffers to the extent possible between development and watercourses, including their associated habitat.	Consistent. The Project proposes to preserve the natural watercourses on site along with appropriate buffers between proposed development and the watercourses and associated habitat. Thus, the Project would be consistent with Policy LU 7.7.
LU 7.8: Require new developments in Fire Hazard Severity Zones to provide for a fuel clearance/modification zone, as required by the Fire Department.	Consistent. According to Riverside County GIS, and as shown on, the northwest corner of the Project site is classified as having a "Very High" susceptibility to wildland fire hazards. Areas to the north, east, west, and south of the Project site also are classified as having a "Very High" susceptibility to wildland fire hazards. As discussed in further detail in Subsection 4.21, *Wildfire*, of the Project's EIR, a site-specific Fire Protection Plan (FPP) was prepared by FireWise, and is included as EIR *Technical Appendix L*. Based on the results of the Project's PP, Firewise recommends implementation of Fuel Modification Zones (FMZs) between proposed development on site and open space areas subject to wildland fire hazards.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	These recommendations would be enforced by the County as part of their review of future implementing actions (e.g., grading permits and building permits). As concluded by the Project's FPP, implementation of requirements for fire abatement, including the provision of FMZs and additional measures where a 100-foot FMZ cannot be accommodated, as well as site design features (e.g., asphalt roads, parking areas, irrigated landscaping), would reduce the risk of wildfire hazards occurring on site to acceptable levels and the Project would be consistent with Policy LU 7.8.
LU 7.9: Require buffers between urban uses and adjacent solid waste disposal facilities.	Not Applicable. There are no active solid waste disposal facilities abutting the Project site. Thus, Policy LU 7.9 is not applicable to the proposed Project.
LU 7.10: The proponent for new development proposals on forested lands with at least 10% coverage of mature conifer trees, forest land or timber in which three or more acres of forested lands will be cleared (removed) of trees must demonstrate to the County of Riverside compliance with any/all applicable state regulations regarding the protection and operation of said forest resources. As used here, the term, "native trees," shall only apply to naturally-occurring conifers growing above 5,000 feet AMSL elevation. Additionally, replacement trees for all qualifying mature trees removed must be planted at a ratio of 1:1. The replacement trees must be planted on the project site or, where that is infeasible because the entire site must be permanently cleared, on property in an acceptable alternate location, preferably nearby.	Not Applicable. No forested lands with at least 10% coverage of mature conifer trees, forest land, or timber occur on the Project site. Thus, Policy LU 7.10 is not applicable to the proposed Project.
LU 8.1: Accommodate the development of a balance of land uses that maintain and enhance Riverside County's fiscal viability, economic diversity, and environmental integrity. (AI 20)	Consistent. The Project accommodates a mix of lot sizes, ranging from 10,890 square feet (sf) to more than 1 acre in size, which would maintain and enhance Riverside County's fiscal viability, economic diversity, and environmental integrity. Thus, the Project would be consistent with Policy LU 8.1.
LU 8.2: Promote and market the development of a variety of stable employment and business uses that provide a diversity of employment opportunities. (AI 17)	Not Applicable. The Project accommodates residential land uses and would not propose business or commercial uses. Thus, Policy LU 8.2 is not applicable to the proposed Project.
LU 8.3: Promote the development of focused employment centers rather than inefficient strip commercial development.	Not Applicable. The Project accommodates residential land uses and would not propose business or commercial uses. Thus, Policy LU 8.3 is not applicable to the proposed Project.
LU 8.4: Allow the flexibility to reevaluate the appropriateness of employment and business land use designations that are non-viable and inefficient. (AI 17, 19)	Not Applicable. Policy LU 8.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 8.5: Stimulate cooperative arrangements with adjacent cities, counties, regions, and states where programs and projects of mutual benefit can be undertaken. (AI 4, 18)	Not Applicable. Policy LU 8.5 provides direction to County staff and decision makers and is not applicable to the proposed

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	Project.
LU 8.6: Create practical incentives for business development, and avoid disincentives. (AI 9, 17)	Not Applicable. Policy LU 8.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 8.7: Promote the development and dissemination of marketing information to make business enterprises aware of the opportunities and advantages of location/expansion in Riverside County. (AI 17)	Not Applicable. Policy LU 8.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 8.8: Stimulate industrial/business-type clusters that facilitate competitive advantage in the marketplace, provide attractive and well landscaped work environments, and fit with the character of our varied communities. (AI 17, 19)	Not Applicable. The Project proposes residential development, and does not propose commercial or industrial land uses. Thus, Policy LU 8.8 is not applicable to the proposed Project.
LU 8.9: Allow home enterprise and home occupation activities consistent with preserving the quality of the residential environment in which they are located.	Not Applicable. Policy LU 8.9 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 8.10: Locate job centers so they have convenient access to Riverside County's multi-modal transportation facilities.	Not Applicable. The Project proposes residential development, and does not propose commercial or industrial land uses. Thus, Policy LU 8.10 is not applicable to the proposed Project.
LU 8.11: Encourage the involvement of business leaders in overall economic development strategies. (AI 17)	Not Applicable. Policy LU 8.11 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 8.12: Improve the relationship and ratio between jobs and housing so that residents have an opportunity to live and work within the county.	Consistent. The Project accommodates residential land uses in close proximity to commercial businesses along Van Buren Boulevard, which would provide future residents with potential job opportunities in close proximity to the Project site. Thus, the Project would be consistent with Policy LU 8.12.
LU 9.1: Provide for permanent preservation of open space lands that contain important natural resources, cultural resources, hazards, water features, watercourses including arroyos and canyons, and scenic and recreational values. (AI 10)	Consistent: The Project proposes the permanent preservation of riparian habitat and water features via conservation of 23.75 acres of the Project site as open space and provides a 16-foot-wide recreational trail that would include passive recreational amenities to complement the scenic value of the area. Thus, the Project would be consistent with Policy LU 9.1.
LU 9.2: Require that development protect environmental resources by compliance with the Multipurpose Open Space Element of the General Plan and federal and state regulations such as CEQA, NEPA, the Clean Air Act, and the Clean Water Act. (AI 3, 10)	Consistent: The Project would not impact environmental resources identified by the Multipurpose Open Space Element, and as demonstrated herein the Project would comply with the Multipurpose Open Space Element of the General Plan. The Project also is subject to CEQA, and the Project would not conflict with the Clean Air Act (as discussed in EIR Subsection 4.3, *Air Quality*) or the Clean Water Act (as discussed in EIR Subsection 4.10, *Hydrology and Water Quality*).

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
LU 9.3: Incorporate open space, community greenbelt separators, and recreational amenities into Community Development areas in order to enhance recreational opportunities and community aesthetics, and improve the quality of life. (AI 9, 28)	Consistent. The Project accommodates 23.75 acres of open space, which would provide recreational amenities via proposed trails and would serve as community separators. Thus, the Project would be consistent with Policy LU 9.3.
LU 9.4: Allow development clustering and/or density transfers in order to preserve open space, natural resources, cultural resources, and biologically-sensitive resources. Wherever possible, development on parcels containing 100-year floodplains, blueline streams and other higher-order watercourses, and areas of steep slopes adjacent to them shall be clustered to keep development out of watercourse and adjacent steep slope areas, and to be compatible with other nearby land uses. (AI 1, 9)	Consistent. The use and clustering of minimum 10,890 square foot lots within the Rural Community Foundation Component is consistent with the County's clustering and density guidelines for sites within the Rural Community Foundation Component, which are adjacent to Community Development Foundation Component areas, as stated in Note #3 to Table LU-4, Land Use Designation Summary. The Project preserves the existing natural drainage areas and upland areas within portions of the site by clustering lots, with a minimum of 10,890 sf lot size, primarily within the internal areas of the site, and utilizing a combination of ½-acre and 1-acre lots and open space along the north, east, northwest, and southern project boundaries to buffer the project site from the surrounding rural residential neighborhoods. A portion of lots include manufactured slopes and conservation easements to buffer development away from the existing natural drainage areas. Thus, the Project would be consistent with Policy LU 9.4.
LU 9.5: In conjunction with the CEQA review process, evaluate the potential for residential projects not located within existing parks and recreation districts or County Service Areas (CSAs) that provide for neighborhood and community park development and maintenance to be annexed to such districts or CSAs, and require such annexation where appropriate and feasible. (AI 3)	Not Applicable. Policy LU 9.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 9.6: If any area is classified by the State Geologist as an area that contains mineral deposits and is of regional or statewide significance, and Riverside County either has designated that area in its general plan as having important minerals to be protected pursuant to subdivision (a) of Section 2761 of the Surface Mining and Reclamation Act, or has otherwise not yet acted pursuant to subdivision (a), then prior to permitting a use which would threaten the potential to extract minerals in that area, Riverside County shall prepare, in conjunction with its project CEQA documentation, a statement specifying its reason for permitting the proposed use, and shall forward a copy to the State Geologist and the State Mining and Geology Board for review.	Not Applicable. The Project site is not classified by the State Geologist as an area that contains known mineral deposits.
LU 9.7: Protect lands designated by the State Mining and Geology Board as being of regional or statewide significance from encroachment of incompatible land uses, such as high-density residential, low-density residential with high values, sensitive public facilities, institutions (e.g., schools, hospitals), etc., by requiring incorporation of buffer zones or visual screening into the incompatible land use.	Not Applicable. The Project site is not classified by the State Geologist as an area that contains known mineral deposits .
LU 10.1: Require that new development contribute their fair share to fund infrastructure and public	Consistent. As discussed in EIR Section 4.16, *Public Services*,

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
facilities such as police and fire facilities. (AI 3)	although impacts to public services would be less than significant, the Project Applicant is required to comply with Riverside County Ordinance No. 659 and pay school fees authorized by California Government Code §§ 65995.5-65998 as a matter of law. These regulatory requirements are included in the EIR as Applicable County Regulations and Design Requirements which address the Project's increased demand on fire services, sheriff services, public school services, public libraries, and health care facilities. Because the Project Applicant would pay Development Impact Fees (DIF) to Riverside County pursuant to County Ordinance No. 659, and payment impact fees to the Riverside Unified School District (RUSD) authorized by California Government Code §§ 65995.5-65998, the Project would be consistent with LU 10.1.
LU 10.2: Require a fiscal impact analysis for specific plans and major development proposals so as not to have a negative fiscal impact on the County of Riverside. (AI 3)	Consistent. A fiscal impact analysis was prepared for the Project, which demonstrates that the Project would not have a negative fiscal impact on the County of Riverside. Thus, the Project would be consistent with Policy LU 10.2.
LU 11.1: Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and thereby minimize long-distance commuting. (AI 1, 17)	Not applicable. The Project proposes a mixture of residential and open space land uses, and does not propose commercial or industrial land uses. Thus, Policy LU 11.1 is not applicable to the proposed Project.
LU 11.2: Ensure adequate separation between pollution producing activities and sensitive emission receptors, such as hospitals, residences, child care centers and schools. (AI 3)	Consistent: A Project-specific Air Quality Impact Analysis was prepared for the Project (refer to *Technical Appendix B1* to the Project's EIR), which is summarized in Subsection 4.3, *Air Quality*, of the Project's EIR. As concluded therein, the Project would not subject nearby sensitive receptors to substantial pollutant concentrations. Thus, the Project would be consistent with Policy 11.2.
LU 11.3: Accommodate the development of community centers and concentrations of development to reduce reliance on the automobile and help improve air quality.	Consistent. The Project consists of 140.7-acre development consisting of residential uses. The project will utilize clustering to concentrate development within the Project site and encourage walkability and reduction on automobile use. The Project will be in conformance with permitted uses within Article VI, Section 6.1 of Riverside County Ordinance No. 348. Thus, the Project would be consistent with Policy 11.3.
LU 11.4: Provide options to the automobile in communities, such as transit, bicycle and pedestrian trails, to help improve air quality.	Consistent. The Project incorporates meandering trails, sidewalks, and other pedestrian access as alternative modes of

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	transportation, which would help improve air quality. Additionally, transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. Thus, the Project would be consistent with Policy LU 11.4.
LU 11.5: Ensure that all new developments reduce Greenhouse Gas emissions as prescribed in the Air Quality Element and Climate Action Plan.	Consistent. As documented in EIR Subsection 4.8, *Greenhouse Gas Emissions*, the Project would reduce Greenhouse Gases to the maximum feasible extent, and would not conflict with the County's Climate Action Plan. Thus, the Project would be consistent with Policy LU 11.5.
LU 12.1: Apply the following policies to areas where development is allowed and that contain natural slopes, canyons, or other significant elevation changes, regardless of land use designation: (AI 1, 23, 24) a. Require that hillside development minimize alteration of the natural landforms and natural vegetation. b. Allow development clustering to retain slopes in natural open space whenever possible. c. Require that areas with slope be developed in a manner to minimize the hazards from erosion and slope failures. d. Restrict development on visually significant ridgelines, canyon edges and hilltops through sensitive siting and appropriate landscaping to ensure development is visually unobtrusive. e. Require hillside adaptive construction techniques, such as post and beam construction, and special foundations for development when the need is identified in a soils and geology report which has been accepted by the County of Riverside. f. In areas at risk of flooding, limit grading, cut, and fill to the amount necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities, and other intended uses.	Not Applicable. The Project site does not contain substantial slopes, canyons, or other significant elevation changes. Thus, Policy LU 12.1 is not applicable to the proposed Project.
LU 13.1: Provide land use arrangements that reduce reliance on the automobile and improve opportunities for pedestrian, bicycle, and transit use in order to minimize congestion and air pollution.	Consistent. The Project accommodates residential and open space uses in an area that is largely composed of existing residential development and open space. The Project also incorporates meandering trails, sidewalks, and other pedestrian access throughout the community. These amenities and design features would serve to reduce reliance on the automobile and would improve opportunities for pedestrian, bicycle, and transit use, thereby helping to minimize congestion and air pollution. Thus, the Project would be consistent with Policy LU 13.1.
LU 13.2: Locate employment and service uses in areas that are easily accessible to existing or planned transportation facilities.	Not Applicable. The Project proposed residential land use and is not located near existing or planned transportation facilities.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	Thus, Policy LU 13.2 is not applicable to the proposed Project.
LU 13.3: Locate transit stations in community centers and at places of public, employment, entertainment, recreation, and residential concentrations.	Not Applicable. This policy provides guidance for the siting of transit stations, and is not applicable to the Project. Thus, Policy LU 13.3 is not applicable to the proposed Project.
LU 13.4: Incorporate safe and direct multi-modal linkages in the design and development of projects, as appropriate. (AI 24, 26, 41)	Consistent. The Project accommodates residential and open space uses in an area that is largely existing residential development. The Project also incorporates meandering trails, sidewalks, and other pedestrian access throughout the community. These amenities and design features would serve to reduce reliance on the automobile and would improve opportunities for pedestrian, bicycle, and transit use, thereby enhancing multi-modal linkages in the local area. Thus, the Project would be consistent with Policy LU 13.4.
LU 13.5: Allow traffic-calming elements, such as narrow streets, curb bulbs, textured paving, and landscaping, where appropriate.	Consistent. Traffic calming elements would be identified in conjunction with future implementing development on site, if determined necessary. Thus, the Project would be consistent with Policy LU 13.5.
LU 13.6: Require that adequate and accessible circulation facilities exist to meet the demands of a proposed land use. (AI 3)	Consistent. The Project would be conditioned to require transportation improvements, payment of fair-share contributions, and payment of fees to the County's DIF and TUMF programs, which would ensure all study area facilities achieve an acceptable LOS. Thus, the Project would be consistent with Policy LU 13.6.
LU 13.7: Review projects for consistency with Riverside County's Transportation Demand Ordinance. (AI 3)	Consistent. There are no components of the Project that would conflict with Riverside County Ordinance No. 726.
LU 14.1 Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public. (AI 32, 79)	Consistent: The Project accommodates 23.75 acres of open space and a 16-foot-wide recreational trail, which would function as land use transitions and visual and noise buffers between Project residential homes and the existing residential neighborhoods to the south, north, and west. There are no other outstanding scenic vistas or visual features on the Project site under existing conditions. Thus, the Project would be consistent with Policy LU 14.1.
LU 14.2: Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors. (AI 33, 41)	Not Applicable. The Project site is not located within any scenic corridors, such as scenic highways. Thus, Policy LU 14.2 is not applicable to the proposed Project.
LU 14.3: Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are	Not Applicable. The Project site is not located near or within a Designated and Eligible State and County scenic highway

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
compatible with the surrounding scenic setting or environment. (AI 3, 32, 39)	corridor. Thus, Policy LU 14.3 is not applicable to the proposed Project.
LU 14.4: Maintain at least a 50-foot setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways. (AI 3)	Not Applicable. The Project site is not located near or within a Designated and Eligible State and County scenic highway corridor. Thus, Policy LU 14.4 is not applicable to the proposed Project.
LU 14.5: Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground. (AI 3, 32)	Consistent. As part of the Project, any new or relocated electric or communication distribution lines would be placed underground. Thus, the Project would be consistent with Policy LU 14.5.
LU 14.6: Prohibit offsite outdoor advertising displays that are visible from Designated and Eligible State and County Scenic Highways. (AI 3,79)	Not Applicable. The Project site is not located near or within a Designated and Eligible State and County scenic highway corridor. Thus, Policy LU 14.6 is not applicable to the proposed Project.
LU 14.7: Require that the size, height, and type of on-premises signs visible from Designated and Eligible State and County Scenic Highways be the minimum necessary for identification. The design, materials, color, and location of the signs shall blend with the environment, utilizing natural materials where possible. (AI 3)	Not Applicable. The Project site is not located near or within a Designated and Eligible State and County scenic highway corridor. Thus, Policy LU 14.7 is not applicable to the proposed Project.
LU 14.8: Avoid the blocking of public views by solid walls. (AI 3)	Consistent. As discussed in EIR Subsection 4.1, *Aesthetics*, the Project would not obstruct any public views of visual resources, including due to proposed walls and fencing. Thus, the Project would be consistent with Policy LU 14.8.
LU 15.1: Allow airport facilities to continue operating in order to meet existing and future needs respecting potential noise and safety impacts.	Not Applicable. Policy LU 15.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 15.2: Review all proposed projects and require consistency with any applicable airport land use compatibility plan as set forth in Appendix I-1 and as summarized in the Area Plan's Airport Influence Area section for the airport in question. (AI 3)	Consistent. As discussed in EIR Subsection 4.9, *Hazards and Hazardous Materials*, the Project site is located in Zone D of the March Air Reserve Base (MARB) and was approved by the ALUC public hearing on XX/XX/XXXX. The Project shall be in compliance with conditions set forth by ALUC. Thus, the Project would be consistent with Policy LU 15.2.
LU 15.3: Review all subsequent amendments to any airport land use compatibility plan and either amend the General Plan to be consistent with the compatibility plan or overrule the Airport Land Use Commission as provided by law (Government Code Section 65302.3). (AI 3)	Not Applicable. The Project does not entail any amendments to an airport land use compatibility plan. Thus, Policy LU 15.3 is not applicable to the proposed Project.
LU 15.4: Prior to the adoption or amendment of the General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or building regulation within the Airport Influence Area of any airport land use compatibility plan, refer such proposed actions to the ALUC for review and determination as provided by the Airport Land Use Law. (AI 3)	Consistent. As discussed in EIR Subsection 4.9, *Hazards and Hazardous Materials*, the Project site is located in Zone D of the March Air Reserve Base (MARB) and was approved by the ALUC public hearing on XX/XX/XXXX. The Project shall be in

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	compliance with conditions set forth by ALUC. Thus, the Project would be consistent with Policy LU 15.4.
LU 15.5: If the General Plan has not been found consistent with the applicable Airport Land Use Compatibility Plan (ALUCP), and the County of Riverside has not overruled the ALUC, refer all actions, regulations, or permits within the Airport Influence Area to the ALUC for review and determination as provided by the Airport Land Use Law.	Not Applicable. Policy LU 15.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 15.6: If the General Plan has been found consistent with the applicable ALUCP, the County of Riverside may elect to voluntarily submit proposed actions, regulations, or permits to the ALUC for an advisory review if: a. There is a question as to the purpose, intent or interpretation of an ALUCP; or b. Assistance is needed in airport land use matters.	Not Applicable. Policy LU 15.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 15.7: Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable airport land use compatibility plan. (AI 3)	Consistent. As discussed in EIR Subsection 4.9, *Hazards and Hazardous Materials*, the Project site is located in Zone D of the March Air Reserve Base (MARB) and was approved by the ALUC public hearing on XX/XX/XXXX. Thus, the Project would be consistent with Policy LU 15.4.
LU 15.8: In accordance with FAA criteria, avoid locating sanitary landfills and other land uses that are artificial attractors of birds within 10,000 feet of any runway used by turbine-powered aircraft and within 5,000 feet of other runways. Also avoid locating attractors of other wildlife that can be hazardous to aircraft operations in locations adjacent to airports. (AI 3)	Not Applicable. The Project site is not located within 10,000 feet of any runway used by turbine-powered aircraft or within 5,000 feet of other runways. The nearest runway at the MARB occurs approximately 4.5 miles of the Project site. Thus, Policy LU 15.8 is not applicable to the proposed Project.
LU 15.9: Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace. (AI 3)	Consistent. The Project would not encroach upon or adversely affect the use of navigable airspace. Thus, the Project would be consistent with Policy LU 15.9.
LU 16.1: through LU 16.13: Wind Energy Resources	Not Applicable. Policies LU 16.1 through LU 16.13 are related to wind energy resources and are not applicable to the proposed Project.
LU 17.1: Permit and encourage solar energy systems as an accessory use to any residential, commercial, industrial, mining, agricultural or public use.	Consistent. Pursuant to the Title 24 regulations that will be in effect at Project buildout, and as required by Measure R2-CE1 of the Riverside County Climate Action Plan (CAP), the Project Applicant would be required to show that 20 percent of the building's energy demand has been offset through on-site renewable energy production (including but not limited to solar), unless such offset are demonstrated by the Project Applicant to be infeasible. Thus, the Project would be consistent with Policy LU 17.1.
LU 17.2: Permit and encourage, in an environmentally and fiscally responsible manner, the	Not Applicable. Policy LU 17.2 provides direction to County

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
development of renewable energy resources and related infrastructure, including but not limited to, the development of solar power plants in the County of Riverside.	staff and decision makers and is not applicable to the proposed Project.
LU 18.1: Ensure compliance with Riverside County's water-efficient landscape policies. Ensure that projects seeking discretionary permits and/or approvals develop and implement landscaping plans prepared in accordance with the Water-Efficient Landscape Ordinance (Ordinance No. 859), the County of Riverside Guide to California Friendly Landscaping and Riverside County's California Friendly Plant List. Ensure that irrigation plans for all new development incorporate weather based controllers and utilize state-of-the-art water-efficient irrigation components.	Consistent. Future implementing projects on site would be subject to compliance with Riverside County Ordinance No. 859, and the County of Riverside Guide to California Friendly Landscaping and Riverside County's California Friendly Plant List.
LU 18.2: Minimize use of turf. Minimize the use of natural turf in landscape medians, front-yard typical designs, parkways, other common areas, etc. and use drought tolerant planting options, mulch, or a combination thereof as a substitute. Limit the use of natural turf to those areas that serve a functional recreational element. Incorporate other aesthetic design elements such as boulders, stamped concrete, pavers, flagstone, decomposed granite, manufactured rock products to enhance visual interest and impact.	Consistent. Future implementing projects on site would be subject to compliance with Riverside County Ordinance No. 859, and the County of Riverside Guide to California Friendly Landscaping and Riverside County's California Friendly Plant List.
LU 18.3: Design and field check irrigation plans to reduce run-off. Emphasize the use of subsurface irrigation techniques for landscape areas adjoining non-permeable hardscape. Utilize subsurface irrigation or other low volume irrigation technology in association with long, narrow, or irregularly shaped turf areas. Minimize use of irregularly shaped turf areas.	Consistent. The Project is designed to reduce run-off and minimize use of irregularly shaped turf areas by accommodating a water quality basins in the center of the Project and a lift station in the western portion of the Project site. Thus, the Project would be consistent with Policy LU 18.3.
LU 18.4: Coordinate Riverside County water-efficiency efforts with those of local water agencies. Support local water agencies' water conservation efforts.	Not Applicable. Policy LU 18.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 18.5: Emphasize and expand the use of recycled water in conjunction with local water agencies. Recycled water determined to be available pursuant to Section 13550 of the California State Water Code shall be used for appropriate non-potable uses whenever it: a) provides a beneficial use to the customer; b) is economically and technically feasible; c) is consistent with applicable regulatory requirements; and d) is in the best interests of public health, safety, and welfare. With the exception of non-common areas of single-family home residential developments, all other irrigation systems must be designed and installed to accommodate the current or future use of recycled water for irrigation. If no recycled water availability exists or is imminent in the vicinity of a project (as determined by prevailing water agency), all subsurface piping shall be installed as "recycled water ready" to reduce future retrofit costs. Such irrigation plans shall be developed in accordance with standards and policies of the applicable recycled water purveyor. Recycled water systems shall be designed to meet regulatory requirements of the California Department of Public Health and the local recycled water purveyor.	Not Applicable. Recycled water is not available in the Project area.
LU 18.6: Encourage Public Participation in Water Conservation Efforts. More outreach is needed to change the public perception of water-efficient landscaping and the design/care of such	Not Applicable. Policy LU 18.6 provides direction to County staff and decision makers and is not applicable to the proposed

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
landscapes as they are a departure from that "green" paradigm with which many Riverside County residents are familiar. To achieve this objective the County of Riverside will: a. Develop tools designed to assist landowners with converting to attractive, drought tolerant landscapes. b. Participate in outreach efforts designed to educate the developers, landscape personnel, nurseries, retail establishments, and the public on water-efficient landscaping and wise water-use programs. c. Promote the use of drought tolerant plants and irrigation components.	Project.
LU 19.1: Where appropriate, use any adopted Density Transfer Program to help implement Rural Village Overlay Study Areas and the Multi-Species Habitat Conservation Program.	Not Applicable. The Project does not propose any density transfers, and is not located within a Rural Village Overlay Study Area or within MSHCP Criteria Cells, however the Project would be fully consistent with the Western Riverside County MSHCP requirements. Thus, Policy LU 19.1 is not applicable to the proposed Project.
Policies LU 20.1 through LU 20.12: Agriculture	Not Applicable. Policies LU 20.1 through LU 20.12 relate to designation of agricultural lands, and are not applicable to the proposed Project.
Policies LU 21.1 through LU 21.7: Rural	Not Applicable. Policies LU 21.1 through LU 21.7 relate to designation of rural lands, and are not applicable to the proposed Project.
LU 22.1: Require that grading be designed to blend with undeveloped natural contours of the site and avoid an unvaried, unnatural, or manufactured appearance. (AI 23)	Consistent. The Project has been designed to minimize the amount of grading required, and generally would preserve the site's existing natural contours. Thus, the Project would be consistent with Policy LU 22.1.
LU 22.2: Require that adequate and available circulation facilities, water resources, sewer facilities and/or septic capacity exist to meet the demands of the proposed land use. (AI 3)	Consistent. As documented throughout the Project's EIR, adequate circulation facilities, water resources, and sewer facilities are available to serve the Project or would be constructed or improved by the Project. Thus, the Project would be consistent with Policy LU 22.2.
LU 22.3: Ensure that development does not adversely impact the open space and rural character of the surrounding area. (AI 3)	Consistent. The Project proposes 23.75 acres of open space areas and would accommodate open space buffers surrounding areas proposed for development with residential uses. Additionally, the proposed residences on site would be clustered to minimize the overall development footprint. Clustering dwelling units on site and providing buffers would ensure that the Project does not adversely impact the open space and rural character of the surrounding area, in conformance with Policy LU 22.3.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
LU 22.4: Encourage clustered development where appropriate on lots smaller than the underlying land use designation would allow. The density yield of the underlying land use designation may be clustered on 0.5-acre lots; however, for sites located adjacent to the Community Development Foundation Component, 10,000 square foot minimum lots may be considered.	Consistent. The Project has been designed to cluster proposed residential uses on lots ranging from 10,890 square feet (sf) to more than 1 acre in size. The use and clustering of minimum 10,890 square foot lots within the Rural Community Foundation Component is consistent with the County's clustering and density guidelines for sites within the Rural Community Foundation Component, which are adjacent to Community Development Foundation Component areas, as stated in Note #3 to Table LU-4, Land Use Designation Summary. The Project preserves the existing natural drainage areas and upland areas within portions of the site by clustering lots, with a minimum of 10,890 sf lot size, primarily within the internal areas of the site, and utilizing a combination of ½-acre and 1-acre lots and open space along the north, east, northwest, and southern project boundaries to buffer the project site from the surrounding rural residential neighborhoods. A portion of lots include manufactured slopes and conservation easements to buffer development away from the existing natural drainage areas. Thus, the Project would be consistent with Policy LU 22.4.
LU 22.5: Encourage parcel consolidation. (AI 29)	Not Applicable. Policy LU 22.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 22.6: Provide programs and incentives that allow rural areas to maintain and enhance their existing and desired character. (AI 9, 30)	Not Applicable. Policy LU 22.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LU 22.7: Small-scale commercial uses that serve rural neighborhoods are allowed subject to the following criteria: a. The portion of the lot proposed for commercial uses shall be between 0.5 and 2.5 acres. b. The portion of the lot proposed for commercial uses shall be located adjacent to an arterial, a mountainous arterial or a major roadway. c. The proposed use may not be located within 2 miles of a Commercial land use designation. d. The design and scale of the proposed use shall be compatible with the surrounding uses, protective of view sheds, and blend in with the rural nature of the area. e. The proposed use shall be implemented through allowed uses and related development	Not Applicable. The Project does not propose commercial uses. Thus, Policy LU 22.7 is not applicable to the proposed Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
standards of the Rural Commercial (C-R) Zone (AI 1).	
LU 22.8: An amendment from the Rural Community Foundation Component that meets the following criteria may be considered as an entitlement/policy amendment and processed as defined in Section 2.4 General Plan Technical Amendments and Entitlement/Policy Amendments of Ordinance No. 348: a. This amendment shall be located within a city's sphere of influence area. b. This amendment shall be located within an existing community that is characterized by lots smaller than 20,000 square feet in net area. c. There shall be a Memorandum of Understanding between the County of Riverside and the city that ensures adequate infrastructure, including sewer services for the establishment of lots smaller than one acre. d. This amendment shall be processed with a tract or parcel map and approved with a condition of approval that requires the extension of a sewer line	Not Applicable. The Project will remain within the existing Rural Community Foundation Component and does not propose to amend from the Foundation Component. Thus, Policy LU 22.8 is not applicable to the proposed Project.
Policies LU 23.1 and LU 23.2: Open Space	Not Applicable. Policies LU 23.1 and LU 23.2 relate to designation of open space lands, and are not applicable to the proposed Project.
LU 24.1: Cooperate with the California Department of Fish and Wildlife (CDFW), United States Fish and Wildlife Service (USFWS), and any other appropriate agencies in establishing programs for the voluntary protection, and where feasible, voluntary restoration of significant environmental habitats.	Consistent. The Project shall comply with CDFW and USFWS regulatory permitting processes, if necessary. There are no components of the proposed Project that would conflict with Policy LU 24.1.
Policies 25.1 through LU 25.4: Open Space - Recreation	Not Applicable. Policies LU 25.1 through LU 25.4 relate to designation of Open Space – Recreation lands, and are not applicable to the proposed Project.
Policies LU 26.1 through LU 26.6: Open Space – Rural	Not Applicable. Policies LU 26.1 through LU 26.6 relate to designation of Open Space – Rural lands, and are not applicable to the proposed Project.
Policies LU 27.1 through LU 27.5: Open Space – Mineral Resources	Not Applicable. Policies LU 27.1 through LU 27.5 relate to designation of Open Space – Mineral Resources lands, and are not applicable to the proposed Project.
LU 28.1: Accommodate the development of single- and multi-family residential units in areas appropriately designated by the General Plan and area plan land use maps.	Consistent. The Project would be located in an area designated for residential development by the General Plan, and proposes to accommodate appropriately designated single-family residential units.
LU 28.2: Accommodate higher density residential development near community centers, transportation centers, employment, and services areas.	Consistent. The Project does not propose the development of higher density residential units. Thus, Policy LU 28.2 is not

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	applicable to the proposed Project.
LU 28.3: Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed residential land use. (AI 3)	Not Applicable. As documented in EIR Subsections 4.18, *Transportation*, and 4.20, *Utilities and Service Systems*, adequate circulation facilities, water resources, and sewer facilities exist or are planned to meet the demands of the proposed residential uses within the Project. Thus, Policy LU 28.3 is not applicable to the proposed Project.
LU 28.4: Accommodate the development of a variety of housing types, styles and densities that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.	Consistent. The Project would provide housing opportunities for residents with a wider range of income levels in this rural area, by accommodating homes on a mix of lot sizes ranging from 10,800 square feet to lots larger than 1-acre. Thus, the Project would be consistent with Policy LU 28.4.
LU 28.5: Integrate a continuous network of parks, plazas, public squares, bicycle trails, transit systems, and pedestrian paths into new communities and developments to provide both connections within each community and linkages with surrounding features and communities.	Consistent. The Project incorporates meandering trails, sidewalks, and other pedestrian access throughout the community. These amenities and design features would improve opportunities for pedestrian and bicycle connections, thereby enhancing multi-modal linkages in the local area. Thus, the Project would be consistent with Policy LU 28.5.
LU 28.6: Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting agricultural, roadway, commercial, and industrial uses. (AI 3)	Consistent. The Project would be in conformance with development standards within Article VI, Section 6.1 of Riverside County Ordinance No. 348. The concurrent Tentative Tract Map (TTM) would ensure that development on Project site does not conflict with existing or planned surrounding land uses a through the implementation of complementary land use interfaces and proper buffers between different land uses. Thus, the Project does not conflict with Policy LU 28.6.
LU 28.7: Allow for reduced street widths to minimize the influence of the automobile and improve the character of a neighborhood, in accordance with the Riverside County Fire Department.	Not Applicable. The Project accommodates roadways in conformance with the General Plan Circulation Element. Reduced street widths would be considered as part of future implementing developments within the Project site. Thus, Policy LU 28.7 is not applicable to the proposed Project.
LU 28.8: Establish activity centers within or near residential neighborhoods that contain services such as child or adult-care, recreation, public meeting rooms, convenience commercial uses, or similar facilities.	Not Applicable. The Project proposes single-family residential uses and is not identified for the provision of activity centers. Thus, Policy LU 28.8 is not applicable to the proposed Project.
LU 28.9: Require residential projects to be designed to maximize integration with and connectivity to nearby community centers, rural villages, and neighborhood centers.	Consistent. The Project proposes to establish appropriate lot size transitions, clustering, and open space buffers to maximize integration with and connectivity to surrounding neighborhoods. Thus, the Project would be consistent with Policy LU 28.9.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
LU 28.10: Require that residential units/projects be designed to consider their surroundings and to visually enhance, not degrade, the character of the immediate area. (AI 3)	Consistent. The Project proposes to establish appropriate lot size transitions, clustering, and open space buffers to maximize integration with and visually enhance the character of the immediate area. As documented in EIR Subsection 4.1, *Aesthetics*, the Project would have less-than-significant impacts to the surrounding areas. Thus, the Project would be consistent with Policy LU 28.10.
LU 28.11: Require that special needs housing is designed to enhance, not visually degrade, the appearance of adjacent residential structures. (AI 3)	Not Applicable. The Project does not include any special needs housing. Thus, Policy LU 28.11 is not applicable to the proposed Project.
LU 28.12: Work proactively with residential developers to incorporate, where feasible, child care centers that serve families of all incomes and children of all ages where such facilities are lacking.	Not Applicable. Policy LU 28.12 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies LU 29.1 through LU 29.10: Commercial Area Plan Land Use Designations	Not Applicable. Policies LU 29.1 through LU 29.10 relate to designation of Commercial lands, and are not applicable to the proposed Project.
Policies LU 30.1 through LU 30.9: Industrial and Business Park Area Plan Land Use Designations	Not Applicable. Policies LU 30.1 through LU 30.9 relate to designation of Industrial and Business Park lands, and are not applicable to the proposed Project.
Policies LU 31.1 through LU 31.7: Public Facility Area Plan Land Use Designations	Not Applicable. Policies LU 31.1 through LU 31.7 relate to designation of Public Facility lands, and are not applicable to the proposed Project.
Policies LU 32.1 through LU 32.12: Community Center Area Plan Land Use Designations	Not Applicable. Policies LU 32.1 through LU 32.12 relate to designation of Community Center lands, and are not applicable to the proposed Project.
Policies LU 33.1 and LU 33.2: Mixed Use Area	Not Applicable. Policies LU 33.1 and LU 33.2 relate to designation of Mixed Use lands, and are not applicable to the proposed Project.
Policies LU 33.1 through LU 33.3: Community Center Overlay	Not Applicable. Policies LU 33.1 through LU 33.3 do not apply as the Project site is not designated as part of a Community Center Overlay and no Community Center Overlay designations are proposed as part of the Project.
Polices LU 34.1 through LU 34.5: Rural Village Overlay and Rural Village Land Use Overlay	Not Applicable. Policies LU 34.1 through LU 34.5 do not apply as the Project site is not designated as part of a Rural Village Overlay and Rural Village Land Use Overlay.
LU 35.1: Require that proposed projects on properties designated with the Closed Landfill Policy Area be reviewed by the Department of Waste Management and the Department of Environmental	Not Applicable. The Project site is not located within the Closed Landfill Policy Area. Thus, Policy LU 35.1 is not applicable to

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
Health to assure that future development is designed to protect public health and safety.	the proposed Project.
Policies LU 36.1 through LU 36.4: Eastern Riverside County Desert Areas (Non-Area Plan)	Not Applicable. The Project site is not located within the eastern Riverside County desert areas. Thus, Policy LU 36.1 is not applicable to the proposed Project.
Policies LU 37.1 through 37.5: Areas Subject to Indian Jurisdiction	Not Applicable. The Project site is not subject to Native American jurisdiction. Thus, Policy LU 37.1 is not applicable to the proposed Project.
GENERAL PLAN CIRCULATION ELEMENT	
C 1.1: Design the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the Circulation Plan, Figure C-1. (AI 49)	Not Applicable. Policy C 1.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 1.2: Support development of a variety of transportation options for major employment and activity centers including direct access to transit routes, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.	Not Applicable. Policy C 1.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 1.3: Support the development of transit connections between Riverside County and regional activity centers in other counties as well as transit connections that link the community centers located throughout the county and as identified in the Land Use Element and in the individual Area Plans. (AI 26)	Not Applicable. Policy C 1.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 1.4: Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.	Consistent. The Project would utilize existing infrastructure and utilities to the maximum extent practicable, and would extend infrastructure only as necessary to serve future uses on site. Thus, the Project would be consistent with Policy C 1.4.
C 1.5: Evaluate the planned circulation system as needed to enhance the arterial highway network to respond to anticipated growth and mobility needs. (AI 49)	Not Applicable. Policy C 1.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 1.6: Cooperate with and where appropriate lead local, regional, state, and federal agencies to establish an efficient circulation system. (AI 4, 41, 46, 50)	Not Applicable. Policy C 1.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 1.7: Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers.	Consistent. The Project incorporates meandering trails, sidewalks, and other pedestrian access as alternative modes of transportation. Thus, the Project would be consistent with Policy C 1.7.
C 1.8: Ensure that all development applications comply with the California Complete Streets Act of 2008 as set forth in California Government Code Sections 65040.2 and 65302.	Consistent: All future development on the Project site would be reviewed by the County for compliance with the California Complete Streets Act.
C 2.1: The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to	Consistent: The Project would be conditioned to require transportation improvements, payment of fair-share

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
transportation impacts on roadways designated in the Riverside County Circulation Plan (Figure C-1) which are currently County maintained, or are intended to be accepted into the County maintained roadway system: LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non- Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans. LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans. LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed. Notwithstanding the forgoing minimum LOS targets, the Board of Supervisors may, on occasion by virtue of their discretionary powers, approve a project that fails to meet these LOS targets in order to balance congestion management considerations in relation to benefits, environmental impacts and costs, provided an Environmental Impact Report, or equivalent, has been completed to fully evaluate the impacts of such approval. Any such approval must incorporate all feasible mitigation measures, make specific findings to support the decision, and adopt a statement of overriding considerations. (AI 3)	contributions, and payment of fees to the County's DIF and TUMF programs, which would ensure all study area facilities achieve an acceptable LOS. Thus, the Project would be consistent with Policy C 2.1.
C 2.2: Require that new development prepare a traffic impact analysis as warranted by the Riverside County Traffic Impact Analysis Preparation Guidelines or as approved by the Director of Transportation. Apply level of service targets to new development per the Riverside County Traffic Impact Analysis Preparation Guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development. (AI 3)	Consistent: A VMT Analysis and Traffic Impact Analysis (TIA) have been prepared for the proposed Project, are included as EIR *Technical Appendix K1 and Technical Appendix K2*, and are summarized in EIR Subsection 4.18, *Transportation*. The TIA complies with the Riverside County Traffic Impact Analysis Preparation Guidelines. Appropriate mitigation measures have been identified to address Project-related impacts due to VMT, and the Project would be conditioned to require transportation improvements, payment of fair-share contributions, and payment of fees to the County's DIF and TUMF programs, which would ensure all study area facilities achieve an acceptable LOS. Thus, the Project would be consistent with Policy C 2.2.
C 2.3: Traffic studies prepared for development entitlements (tracts, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the significance of such impacts in compliance with CEQA and the Riverside County Congestion Management	Consistent. As required by standard conditions of approval to be imposed by Riverside County, traffic studies would be required for all future implementing developments within the Project site

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
Program Requirements. (AI 3)	(e.g., tentative tract maps, plot plans, etc.), which would identify specific transportation improvement requirements or monetary contributions for implementing developments. In conformance with this policy, a Project-specific VMT Analysis was prepared and is included as EIR *Technical Appendix K1*. Additionally, EIR Subsection 4.18, *Transportation*, includes a summary of the Project's VMT and includes an analysis of impacts resulting from buildout of the proposed Project. Thus, the Project would be consistent with Policy C 2.3.
C 2.4: The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service targets.	Consistent. The Project would be conditioned to require transportation improvements, payment of fair-share contributions, and payment of fees to the County's DIF and TUMF programs, which would ensure all study area facilities achieve an acceptable LOS. Thus, the Project would be consistent with Policy C 2.4.
C 2.5: The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County of Riverside Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development.	Consistent. Future implementing development within the Project site would be subject to mitigation fees, including the County's Development Impact Fee (DIF) and Transportation Uniform Mitigation Fee (TUMF). The Project site is not located within an area subject to a Road and Bridge Benefit District (RBBD) fees. Thus, the Project would be consistent with Policy C 2.5.
C 2.6: Accelerate the construction of transportation infrastructure in the Highway 79 corridor between Temecula, Hemet, San Jacinto, and Banning. The County of Riverside shall require that all new development projects demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth. The County of Riverside shall coordinate with cities in the Highway 79 corridor to accelerate the usable revenue flow of existing funding programs, thus expediting the development of the transportation infrastructure	Not Applicable. The Project site is not located within the Highway 79 corridor. Thus, Policy C 2.6 is not applicable to the Project.
C 2.7: Maintain a program to reduce overall trip generation in the Highway 79 Policy Area (Figure C-2) by creating a trip cap on residential development within this policy area which would result in a net reduction in overall trip generation of 70,000 vehicle trip per day from that which would be anticipated from the General Plan Land Use designations as currently recommended. The policy would generally require all new residential developments proposals within the Highway 79 Policy Area to reduce trip generation proportionally, and require that residential projects demonstrate adequate transportation infrastructure capacity to accommodate the added growth.	Not Applicable. The Project site is not located within the Highway 79 corridor. Thus, Policy C 2.7 is not applicable to the Project.
C 2.8: Riverside County shall coordinate with Caltrans, RCTC and adjacent local jurisdictions in conformance with the Riverside County Congestion Management Program to determine the appropriate LOS threshold for determining significance when reviewing development proposals that directly impact nearby State Highway facilities or city streets.	Not Applicable. Policy C 2.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
C 3.1: Design, construct, and maintain Riverside County roadways as specified in the Riverside County Road Improvement Standards and Specifications. The standards shown in Figure C-4 may be modified by Specific Plans, Community Guidelines, or as approved by the Director of Transportation if alternative roadway standards are desirable to improve sustainability for the area.	Consistent. All roadway improvements proposed as part of the Project would be consistent with the Riverside County Road Improvement Standards and Specifications. Thus, the Project would be consistent with Policy C 3.1.
C 3.2: Maintain the existing transportation network, while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.	Not Applicable. Policy C 3.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 3.3: Implement design guidelines that identify intersection improvements consistent with the lane geometrics in Table C-2 unless additional lanes are needed to maintain consistency with Policy C 2.2. Where roadway classifications change on a continuous alignment, the standards of the higher classification will normally be transitioned on a portion of the roadway that has the lower classification, particularly where the change takes place at roadway intersections. This may result in additional right of way or lanes being required above the standards shown in Figure C-4 for the segment with the lower classification to accommodate the transition.	Consistent. All future developments within the Project site would be subject to compliance with and implementation of the requirements specified in Circulation Element Table C-2. Thus, the Project would be consistent with Policy C 3.3.
C 3.4: Allow roundabouts or other innovative design solutions such as triple left turn lanes, continuous flow intersections, or other capacity improvements, when a thorough traffic impact assessment has been conducted demonstrating that such an intersection design alternative would manage traffic flow, and improve safety, if it is physically and economically feasible.	Not Applicable. Policy C 3.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 3.5: Require all major subdivisions to provide adequate collector road networks designed to feed traffic onto General Plan designated highways.	Consistent. The Project would accommodate improvements to the northern half of Iris Avenue and western half of Chicago Avenue, which consist of a total Right-of-Way of 60 feet. Additionally, internal Roads "Street A" through "Street S" are planned with ROWs ranging from 50 feet to 60 feet. All roadways planned as part of the Project would convey traffic to General Plan designated highways, including Cajalco Road. Thus, the Project would be consistent with Policy C 3.5.
C 3.6: Require private developers to be primarily responsible for the improvement of streets and highways that serve as access to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.	Consistent. Future implementing developments would be primarily responsible for the improvement of roadways within the Project site, and the Project would be conditioned to require transportation improvements, payment of fair-share contributions, and payment of fees to the County's DIF and TUMF programs, which would ensure all study area facilities achieve an acceptable LOS. Thus, the Project would be consistent with Policy C 3.6.
C 3.7: Design interior collector street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.	Not Applicable. The Project consists of a residential subdivision and does not propose commercial or industrial uses. Thus, Policy C 3.7 is not applicable to the Project.
C 3.8: Restrict heavy duty truck through-traffic in residential and community center areas and plan	Consistent: The Project includes residential land uses, and would

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
land uses so that trucks do not need to traverse these areas.	not be associated with the generation of heavy-duty truck through-traffic. Thus, the Project would be consistent with Policy C 3.8.
C 3.9: Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the Transportation Department.	Consistent. Riverside County would review future implementing plot plans for compliance with this requirement. Thus, the Project would be consistent with Policy C 3.9.
C 3.10: Require private and public land developments to provide all onsite auxiliary facility improvements necessary to mitigate any development-generated circulation impacts. A review of each proposed land development project shall be undertaken to identify project impacts to the circulation system and its auxiliary facilities. The Transportation Department may require developers and/or subdividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.	Consistent. A Project-specific traffic analysis was prepared for the Project, and is included in EIR *Technical Appendix K2*. The Project would be conditioned to require transportation improvements, payment of fair-share contributions, and payment of fees to the County's DIF and TUMF programs, which would ensure all study area facilities achieve an acceptable LOS. Thus, the Project would be consistent with Policy C 3.10.
C 3.11: Generally locate commercial and industrial land uses so that they take driveway access from General Plan roadways with a classification of Secondary Highway or greater, consistent with design criteria limiting the number of such commercial access points and encouraging shared access. Exceptions to the requirement for access to a Secondary Highway or greater would be considered for isolated convenience commercial uses, such as standalone convenience stores or gas stations at an isolated off ramp in a remote area. Industrial park type developments may be provided individual parcel access via an internal network of Industrial Collector streets.	Not Applicable. The Project applicant does propose any commercial or industrial land uses. Thus, Policy C 3.11 is not applicable to the Project.
C 3.12: Improve highways serving as arterials through mountainous and rural areas to adequately meet travel demands and safety requirements while minimizing the need for excessive cut and fill.	Consistent. The Project would accommodate improvements to the northern half of Iris Avenue and western half of Chicago Avenue, which consist of a total Right-of-Way of 60 feet. The Project is not in close proximity to highways. Thus, the Project would be consistent with Policy C 3.12.
C 3.13: Design street intersections, where appropriate, to assure the safe, efficient passage of through-traffic and the negotiation of turning movements.	Consistent. The Project Applicant would be conditioned to require construction of improvements, payment of DIF and TUMF fees, and payment of fair-share contributions towards improvements not included in any existing fee programs as necessary to achieve acceptable LOS, thereby assuring the safe, efficient passage of through-traffic and the negotiation of turning movements. Thus, the Project would be consistent with Policy C 3.13.
C 3.14 Design curves and grades to permit safe movement of vehicular traffic at the road's design speed. Design speed should be consistent with and complement the character of the adjacent area.	Consistent. All curves and grades would be designed to applicable County standards, as would be assured by the County's future review of implementing projects within the Project site (e.g., tentative tract maps, plot plans, etc.). Thus, the

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	Project would be consistent with Policy C 3.14.
C 3.15: Provide adequate sight distances for safe vehicular movement at a road's design speed and at all intersections.	Consistent. The County reviewed the Project's application materials and determined that all sight distances proposed as part of the Project would be adequate for safe vehicular movement. Thus, the Project would be consistent with Policy C 3.15.
C 3.16: Dedicate necessary rights-of-way as part of the land division and land use review processes.	Consistent. The Project's TTM 38163 accommodates appropriate right-of-way dedications along Iris Avenue and Chicago Avenue. Thus, the Project would be consistent with Policy C 3.16.
C 3.17: Ensure dedications are made, where necessary, for additional rights-of-way or easements outside the road rights-of-way that are needed to establish slope stability, or drainage and related structures. These dedications shall be made by land dividers or developers to the responsible agency during the land division and land use review process. (AI 44, 51, 52)	Consistent. The Project's TTM 38510 accommodates appropriate right-of-way dedications along Iris Avenue and Chicago Avenue. No additional right-of-way is required for slope stability, drainage, or related structures is required. Thus, the Project would be consistent with Policy C 3.17.
C 3.18: Align right-of-way dedications with existing dedications along adjacent parcels and maintain widths consistent with the ultimate design standard of the road, including required turning lanes. (AI 51)	Consistent. All right-of-way dedications proposed as part of the Project would align with existing dedications. Thus, the Project would be consistent with Policy C 3.18.
C 3.19: Coordinate with Caltrans to identify and protect ultimate freeway rights-of-way, including those for exclusive use by transit and those necessary for interchange expansion. Ultimate right-of-way needs shall be based upon build out traffic forecasts, with facilities sized to provide the appropriate level of service per state highway planning criteria. The County of Riverside, in consultation with Caltrans, will undertake a program to acquire such areas where additional right-of-way is required. (AI 44, 51)	Not Applicable. Policy C 3.19 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 3.20: Determine location of General Plan road rights of way and levels of road improvements needed based primarily upon land uses and travel demand.	Not Applicable. Policy C 3.20 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 3.21: Consider granting a reduction in improvement requirements for land divisions involving parcels greater than 20 acres in size and designated as agriculture on the General Plan Land Use map.	Not Applicable. Policy C 3.21 provides direction to County staff and decision makers and is not applicable to the proposed Project site, which is not designated as agriculture on the General Plan Land Use map.
C 3.22: Limit through-traffic movements to General Plan designated roads. Provisions shall be made for highways capable of carrying high volumes of through-traffic between major trip generators.	Not Applicable. Policy C 3.22 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 3.23: Consider the utilization of traffic-calming techniques in the design of new community local street and road systems and within existing communities where such techniques will improve safety and manage traffic flow through sensitive neighborhoods.	Not Applicable. Policy C 3.23 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 3.24: Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radius, secondary access, and other factors as determined by	Not Applicable. Policy C 3.24 provides direction to County staff and decision makers and is not applicable to the proposed

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
the Transportation Department in consultation with the Fire Department and other emergency service providers.	Project.
C 3.25: Restrict on-street parking to reduce traffic congestion and improve safety in appropriate locations such as General Plan roadways.	Not Applicable. Policy C 3.25 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 3.26: Plan off-street parking facilities to support and enhance the concept of walkable and transit-oriented communities.	Not Applicable. Policy C 3.26 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 3.27: Evaluate proposed highway extensions or widening projects for potential noise impacts on existing and future land uses in the area. Require that the effects of truck mix, speed limits, and ultimate motor vehicle volumes on noise levels are also explored during the environmental process. (AI 49)	Consistent. EIR Subsection 4.13, *Noise*, includes an analysis of off-site traffic-related noise, and demonstrates that impacts would be less than significant. Thus, the Project would be consistent with Policy C 3.27.
C 3.28: Reduce transportation noise through proper roadway design and coordination of truck and vehicle routing.	Consistent. EIR Subsection 4.13, *Noise*, includes an analysis of off-site traffic-related noise, and demonstrates that the Project would not expose any sensitive receptors to traffic-related noise levels exceeding the County's standards. Thus, the Project would be consistent with Policy C 3.28.
C 3.29: Include noise mitigation measures in the design of new roadway projects in the County of Riverside.	Consistent. EIR Subsection 4.13, *Noise*, includes an analysis of off-site traffic-related noise, and demonstrates that the Project would not expose any sensitive receptors to traffic-related noise levels exceeding the County's standards. Thus, the Project would be consistent with Policy C 3.29.
C 3.30: Design roadways to accommodate wildlife crossings whenever feasible and necessary.	Not Applicable. Policy C 3.30 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 3.31: Through the development review process, identify existing dirt roads serving residential areas which may be impacted by traffic from new developments, and design new developments such that new traffic is discouraged from using existing dirt roads. When this is unavoidable, require that new developments participate in the improvement of the affected dirt roads.	Not Applicable. Project traffic would utilize paved roadways, and not dirt roadways. Thus, Policy C 3.31 is not applicable to the Project.
C 3.32: Support ongoing efforts to identify funding and improve existing dirt roads throughout the County of Riverside.	Not Applicable. Policy C 3.32 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 3.33: Assure all-weather, paved access to all developing areas.	Consistent: The Project would accommodate all-weather, paved access to all developed areas of the Project site. Thus, the Project would be consistent with Policy C 3.33.
C 4.1: Provide facilities for the safe movement of pedestrians within developments, as specified in the Riverside County Ordinances Regulating the Division of Land of the County of Riverside.	Consistent. The Project incorporates meandering trails, sidewalks, and other pedestrian access throughout the proposed

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	community, consistent with Riverside County Ordinances. Thus, the Project would be consistent with Policy C 4.1.
C 4.2: Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering Americans with Disabilities Act (ADA) regulations.	Consistent. No barriers are planned as part of the Project that would impede visibility and access for pedestrians. Thus, the Project would be consistent with Policy C 4.2.
C 4.3: Assure and facilitate pedestrian access from developments to existing and future transit routes and terminal facilities through project design. (AI 26, 45)	Consistent. The Project incorporates meandering trails, sidewalks, and other pedestrian access throughout the proposed community, which would provide access to existing bus routes located along Van Buren Road.
C 4.4: Plan for pedestrian access that is consistent with road design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.	Not Applicable. Policy C 4.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 4.5: Collaborate with local communities to ensure that school children have adequate transportation routes available, such as a local pedestrian or bike path, or local bus service.	Not Applicable. Policy C 4.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 4.6: Consult the Riverside County Transportation Department as part of the development review process regarding any development proposals where pedestrian facilities may be warranted. The County of Riverside may require both the dedication and improvement of the pedestrian facilities as a condition of development approval. (AI 3)	Consistent. All future development on site would be reviewed by the Riverside County Transportation Department, and all proposed pedestrian facilities would be improved as part of the Project. Thus, the Project would be consistent with Policy C 4.6.
C 4.7: Make reasonable accommodation for safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.	Consistent. All implementing development within the Project site would be required to comply with applicable ADA requirements. Thus, the Project would be consistent with Policy C 4.7.
C 4.8: Coordinate with all transit operators to ensure that ADA compliant pedestrian facilities are provided along and/or near all transit routes, whenever feasible. New land developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for pedestrian facility may not be otherwise warranted. (AI 45)	Not Applicable. Policy C 4.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 4.9: Review all existing roadways without pedestrian facilities when they are considered for improvements to determine if new pedestrian facilities are warranted. New roadways should also be assessed for pedestrian facilities. (AI 49)	Consistent. All roadways that would be improved as part of the Project would contain facilities for pedestrians (i.e., sidewalks, etc.). Thus, the Project would be consistent with Policy C 4.9.
C 5.1: Encourage Caltrans to install and maintain landscaping and other mitigation elements along freeways and highways, especially when they are adjacent to existing residential or other noise sensitive uses.	Not Applicable. Policy C 5.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 5.2: Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping.	Consistent. Landscape plans would be required in the future in conjunction with implementing developments. Thus, the Project would be consistent with Policy C 5.2.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
C 5.3: Require parking areas of all commercial and industrial land uses that abut residential areas to be buffered and shielded by adequate landscaping.	Not Applicable. The Project applicant does propose any commercial or industrial land uses. Thus, Policy C 5.3 is not applicable to the Project.
C 6.1: Provide dedicated and recorded public access to all parcels of land, except as provided for under the statutes of the State of California.	Consistent. The Project site is and would continue to be served by recorded public access. Thus, the Project would be consistent with Policy C 6.1.
C 6.2: Require all-weather access to all new development.	Consistent. All proposed roadways would afford all-weather access. Thus, the Project would be consistent with Policy C 6.2.
C 6.3: Limit access points and intersections of streets and highways based upon the road's General Plan classification and function. Require that access points be located so that they comply with Riverside County's minimum intersection spacing standards. Under special circumstances the Transportation Department may consider exceptions to this requirement. (AI 3)	Consistent. The Project's proposed driveway access points and improvements to abutting roadways have been designed to comply with Riverside County's minimum intersection spacing standards. Thus, the Project would be consistent with Policy C 6.3.
C 6.4: Discourage parcel access points taken directly off General Plan designated highways. Access may be permitted off of General Plan designated highways only if no local streets are present.	Not Applicable. The Project is not in close proximity to a General Plan designated highway. Thus, Policy C 6.4 is not applicable to the Project.
C 6.5: Provide common access via shared driveways and/or reciprocal access easements whenever access must be taken directly off a General Plan designated highway. Parcels on opposite sides of a highway shall have access points located directly opposite each other, whenever possible, to allow for future street intersections and increased safety.	Not Applicable. The Project is not in close proximity to a General Plan designated highway. Thus, Policy C 6.5 is not applicable to the Project.
C 6.6: Consider access implications associated with adjacent development and circulation plans, and promote efficient and safe access for airport facilities.	Not Applicable. Policy C 6.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 6.7: Require that the automobile and truck access of commercial and industrial land uses abutting residential parcels be located at the maximum practical distance from the nearest residential parcels to minimize noise impacts. (AI 105)	Consistent. As demonstrated in EIR Subsection 4.13, *Noise*, with mitigation Project-related impacts to noise would be less-than-significant.
Policies C 7.1 through C 7.12: Property Owner Coordination	Not Applicable. Policies C 7.1 through C 7.12 provide direction to County staff and decision makers and are not applicable to the proposed Project.
C 8.1: Implement a circulation plan that is consistent with funding and financing capabilities. (AI 53)	Consistent. The Project accommodates all General Plan-designated roadways in a manner consistent with the General Plan circulation plan. Thus, the Project would be consistent with Policy C 8.1.
C 8.2: Distribute the costs of transportation system improvements equitably among those who will	Consistent. The Project would be conditioned to require

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
benefit.	transportation improvements, payment of fair-share contributions, and payment of fees to the County's DIF and TUMF programs, which would ensure all study area facilities achieve an acceptable LOS. Thus, the Project would be consistent with Policy C 8.2.
C 8.3: Use annexations, development agreements, revenue-sharing agreements, tax allocation agreements and the CEQA process as tools to ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts.	Consistent. The Project would be conditioned to require transportation improvements, payment of fair-share contributions, and payment of fees to the County's DIF and TUMF programs, which would ensure all study area facilities achieve an acceptable LOS. Thus, the Project would be consistent with Policy C 8.3.
C 8.4: Prepare a multi-year Transportation Improvement Program (TIP) that establishes improvement priorities and scheduling for transportation project construction over a period consistent with state and federal requirements.	Not Applicable. Policy C 8.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 8.5: Participate in the establishment of regional traffic mitigation fees and/or road and bridge benefits districts to be assessed on new development. The fees shall cover a reasonable share of the costs of providing local, regional and subregional transportation improvements needed for serving new development in the unincorporated area.	Consistent. The Project would be conditioned to require transportation improvements, payment of fair-share contributions, and payment of fees to the County's DIF and TUMF programs, which would ensure all study area facilities achieve an acceptable LOS. The Project site is not located in an area subject to RBBD fees. Thus, the Project would be consistent with Policy C 8.5.
C 8.6: Encourage the use of public improvement financing mechanisms, and equitably distribute the costs of road improvements among all those who benefit from the road improvements, including current roadway users.	Not Applicable. Policy C 8.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 8.7: Review and update the County of Riverside Road and Bridge Benefit District fee structure and development impact fees periodically to ensure that capacity expansion projects are developed and constructed in a timely manner.	Not Applicable. Policy C 8.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 8.8: Seek all available means to fund improvements, including state and federal grants, to offset the local cost of system improvements where appropriate. (AI 53)	Not Applicable. Policy C 8.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies C 9.1 through C 9.5: Common Carriers	Not Applicable. Policies C 9.1 through C 9.5 provide direction to County staff and decision makers and are not applicable to the proposed Project.
C 10.1: Support programs developed by transit agencies/operators to provide paratransit service. (AI 50)	Not Applicable. Policy C 10.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 11.1: Where appropriate, reserve right-of-way to accommodate designated transit service. (AI 3, 52)	Consistent. Transit service is currently not available at the Project site. Thus, the Project would be consistent with Policy C 11.1.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
C 11.2: Incorporate the potential for public transit service in the design of developments that are identified as major trip attractions (i.e., community centers, tourist and employment centers), as indicated in ordinances regulating the division of land of the County of Riverside.	Consistent. While transit service to the Project site is currently not available, existing Riverside Transit Agency (RTA) Bus Route 27 travels along portions of Van Buren Boulevard and has a stop located at Van Buren Boulevard, approximately a half-mile southeast of the Project site. The intensity of the proposed residential land uses would not provide for major trip attractions. Thus, the Project would be consistent with Policy C 11.2.
C 11.3: Design the physical layout of arterial and collector highways to facilitate bus operations. Locations of bus turn outs and other design features should be considered.	Consistent. While transit service to the Project site is currently not available, existing RTA Bus Route 27 travels along portions of Van Buren Boulevard and has a stop located at Van Buren Boulevard, approximately a half-mile southeast of the Project site. The intensity of the proposed residential land uses would not provide for major trip attractions. Thus, the Project would be consistent with Policy C 11.3.
C 11.4: Offer incentives to new development to encourage it to locate in a transit-oriented area such as a community center or along a designated transit corridor near a station. (AI 9)	Not Applicable. Policy C 11.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 11.5: Accommodate transit through higher densities, innovative design, and right-of-way dedication.	Consistent. The Project would develop the Project site with residential uses and will include right-of-way dedications to Iris Avenue and Chicago Avenue, which would help support the future expansion of transit in the local area. Thus, the Project would be consistent with Policy C 11.5.
C 11.6: Promote development of transit centers and park-n-rides for use by all transit operators, including development of multi-modal facilities.	Not Applicable. Policy C 11.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies C 12.1 through C 12.6: Transit Oasis and Transit Centers	Not Applicable. Policies C 12.1 through C 12.6 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies C 13.1 through C 13.8: Passenger Rail System	Not Applicable. Policies C 13.1 through C 13.8 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies C 14.1 through C 14.3: Aviation System	Not Applicable. Policies C 14.1 through C 14.3 provide direction to County staff and decision makers and are not applicable to the proposed Project.
C 15.1: Implement a two-tiered system of trails, and later expand it into an effective non-motorized transportation system.	Not Applicable. Policy C 15.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 15.2: Seek financing to implement an effective non-motorized transportation system. This	Not Applicable. Policy C 15.2 provides direction to County staff

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
funding can include such potential sources as state and federal grants, Riverside County transportation funds, "in-lieu" fees, special assessments, parking meter revenues, other public and nonprofit organization funds, developer contributions, and other sources. (AI 36)	and decision makers and is not applicable to the proposed Project.
C 15.3: Develop a trail system which connects Riverside County parks and recreation areas while providing links to open space areas, equestrian communities, local municipalities, and regional recreational facilities (including other regional trail systems), and ensure that the system contains a variety of trail loops of varying classifications and degrees of difficulty and length.	Consistent. The Project incorporates meandering trails, sidewalks, and other pedestrian access throughout the proposed community to increase internal mobility. There are no existing or planned Riverside County recreation areas in close proximity to the Project site. Thus, the Project would be consistent with Policy C 15.3.
C 15.4: Periodically review and update the Trails and Bikeways Plan (Figure C-6) in accordance with the review procedures and schedule of the General Plan, in order to ensure its compatibility with the other components of the Riverside County General Plan, and with the similar plans of agencies such as Western Riverside County Council of Governments (WRCOG), Coachella Valley Association of Governments (CVAG), Riverside County Transportation Commission(RCTC), Regional Conservation Authority, Riverside County Habitat Conservation Agency and all jurisdictions within and abutting Riverside County. This shall include consistency with the WRCOG and CVAG non-motorized planning documents.	Not Applicable. Policy C 15.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 15.5: Compliance with the Americans with Disabilities Act (ADA) standards will be assured so as to make trails user-friendly, as much as reasonably feasible.	Consistent. The Project complies with applicable ADA requirements.
C 15.6: Provide, where feasible, the construction of overpasses or undercrossings where trails intersect arterials, urban arterials, expressways, or freeways.	Not Applicable. Policy C 15.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 16.1: Implement the Riverside County trail system as depicted in the Bikeways and Trails Plan, Figure C-6. (AI 3, 33)	Not Applicable. The Project site does not abut any planned trails, per LMWAP Figure 8.
C 16.2: Develop a multi-purpose trail network with support facilities which provide a linkage with regional facilities, and require trailheads and staging areas that are equipped with adequate parking, equestrian trailer parking (as appropriate), bicycle parking, restrooms, informative signage, interpretive displays, maps, and rules of appropriate usage and conduct on trails accessed from such facilities. (AI 35)	Not Applicable. Policy C 16.2 provides direction to County staff and decision makers and is not applicable to the Project.
C 16.3: Require that trail alignments either provide access to or link scenic corridors, schools, parks, bus stops, transit terminals, park and ride commuter lots, and other areas of concentrated public activity, where feasible.	Consistent. The Project incorporates meandering trails, sidewalks, and other pedestrian access throughout the proposed community, which would provide a linkage to Chicago Avenue and the existing bus route along Van Buren Boulevard. Thus, the Project would be consistent with Policy C 16.3.
C 16.4: Require that all development proposals located along a planned trail or trails provide access to, dedicate trail easements or right-of-way, and construct their fair share portion of the trails system. Evaluate the locations of existing and proposed trails within and adjacent to each development proposal and ensure that the appropriate easements are established to preserve	Not Applicable. The Project site is not located along a planned trail or trials. Thus, Policy 16.4 is not applicable to the proposed Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
planned trail alignments and trail heads. (AI 3, 33) a. Require that all specific plans and other large-scale development proposals include trail networks as part of their circulation systems. b. Ensure that new gated communities, and where feasible, existing gated communities, do not preclude trails accessible to the general public from traversing through their boundaries. c. Provide buffers between streets and trails, and between adjacent residences and trails. d. Make use of already available or already disturbed land where possible for trail alignments. e. Require that existing and proposed trails within Riverside County connect with those in other neighboring city, county, state, and federal jurisdictional areas.	
C 16.5: Identify all existing rights-of-way which have been obtained for trail purposes through the land development process. (AI 34) a. Once the above task has been accomplished, analyze the existing rights of-way and determine the most expedient method for connecting the parts.	Not Applicable. No existing rights-of-way for trails occur within the Project site. Thus, Policy 16.5 is not applicable to the proposed Project.
C 16.6: Examine the use of public access utility easements for trail linkages to the regional trails system and/or other open space areas, as feasible. These potential corridors include, but are not limited to, the rights-of-way for: (AI 35, 36, 42) a. water mains; b. water storage project aqueducts; c. irrigation canals; d. flood control; e. sewer lines; f. fiber optic cable lines, g. gas lines, h. electrical lines, and i. fire roads, railroads, and bridges.	Not Applicable. Policy C 16.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 16.7 Adhere to the following trail-development guidelines when siting a trail: (AI 3, 35, 36, 38, 39, 40, 41, 42). a. Require, where feasible, trails in urban areas to be located either outside of road rights-of-way or within road rights-of-way with the additional dedication right-of-way or easements in fee title to the County of Riverside requiring dual use of utility corridors, irrigation and flood control channels so as to mix uses, separate traffic and noise, and provide more trail services at less cost. b. Secure separate rights-of-way for non-motorized trails when physically, financially and legally feasible. Where a separate right-of-way is not feasible, maintain recreation trails within the County	Consistent. The Project incorporates meandering trails, sidewalks, and other pedestrian access throughout the proposed community. Future implementing developments (e.g., tentative tract maps) would be reviewed for consistency with these requirements. Thus, the Project would be consistent with Policy C 16.7.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
of Riverside or Flood Control right-of-way, where feasible. c. Develop and implement trail design standards which will minimize maintenance due to erosion or vandalism. d. Maximize visibility and physical access to trails from streets and other public lands. e. Provide a trail surface material that is firm and unyielding to minimize erosion and injuries. f. When a trail is to be obtained through the development approval process, base the precise trail alignments on the physical characteristics of the property, assuring connectivity through adjoining properties. g. Consider the use of abandoned rail lines as multipurpose rail-trails corridors through the "Rails-to-Trails" program. h. Place all recreation trails safe distances from the edges of active aggregate mining operations and separate them by physical barriers, such as fences, berms, and/or other effective separation measures. Avoid placing a trail where it will cross an active mined materials haul route. i. Install warning signs indicating the presence of a trail at locations where regional or community trails cross public roads. Design and build trail crossings at intersections with proper signs, signals, pavement markings, crossing islands, and curb extensions to ensure safe crossings by users. Install trail crossing signs signal lights (as appropriate) at the intersections of trail crossings with public roads to ensure safe crossings by users. j. Design and construct trails that properly account for such issues as sensitive habitat areas, cultural resources, flooding potential, access to neighborhoods and open space, safety, alternate land uses, and usefulness for both transportation and recreation. k. Coordinate with other agencies and/or organizations (such as the U.S. Fish and Wildlife Service, National Park Service, Bureau of Land Management, U. S. Army Corp of Engineers, U. S. Bureau of Reclamation, and the California Department of Transportation) to encourage the development of multi-purpose trails. Potential joint uses may include historic, cultural resources, and environmental interpretation, access to fishing areas and other recreational uses, opportunities for education, and access for the disabled. l. Work with landowners to address concerns about privacy, liability, security, and trail maintenance. m. Regional Urban, Regional Rural, and Regional Open Space trails should be designed so as to be compatible with the community contexts in which the trails are being sited. n. Driveway crossings by trails should be designed and surfaced in a manner compatible with multipurpose trails usage. Except for local, neighborhood-serving trails that are not intended as primary community linkages, select routes for trails that minimize driveway crossings. o. Benches, fencing, water fountains, trees and shading, landscape buffers, rest stops, restrooms,	

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
and other trail-related amenities shall be provided where appropriate. p. All trails along roadways shall be appropriately signed to identify safety hazards, and shall incorporate equestrian crossing signals, mileage markers, and other safety features, as appropriate. q. Information about Riverside County's trail system shall be provided at the Riverside County Park and Open Space District and online in order to make the public aware of Riverside County's trail system. r. Trails shall not be sited along sound walls, project boundary walls, and other walls that effectively obstruct visibility beyond the edge of a trail. s. All trail surfacing shall be appropriate to an array of users of the trail. Soft-surfaced trails shall have smooth, firm, slip-resistant surfacing so as to minimize foot and ankle injuries. t. Use already available or disturbed land for trails wherever possible for new or extended trails. u. Use pervious pavement or bio-swales along paved trails to assist in maintaining water quality. v. Coordinate with local Native American tribes for any proposed trails under the mandates of "SB18" Traditional Tribal Places Law.	
C16.8: Require the installation (where appropriate and pursuant to County of Riverside standards) of the appropriate styles of fencing along trail alignments that separate trails from road right-of-ways (ROWs), or where trails are located within road ROWs, that provide adequate separation from road traffic, in order to adequately provide for public safety. Examples of such fence types include simulated wood post and rail fencing constructed of PVC material, wood round post and rail, and wood-textured concrete post and rail fencing. (AI 3)	Consistent. Future development on site would be subject to compliance with the Riverside County General Plan and Zoning Ordinance No. 348, which includes guidelines related to fencing. Thus, the Project would be consistent with Policy C 16.8.
C 16.9: Coordinate with cities, adjacent counties and affected state or federal land management entities regarding regional trails that cross over or terminate at jurisdictional boundaries. Ensure that adequate consideration is given to how the trail is addressed once it leaves the jurisdiction of Riverside County.	Not Applicable. Policy C 16.9 provides direction to County staff and decision makers and is not applicable to the proposed Project.
C 17.1: Develop Class I Bike Paths, Class II Bike Lanes and Class I Bike Paths/Regional Trails (Combination Trails) as shown in the Trails Plan (Figure C-7), to the design standards as outlined in the California Department of Transportation Highway Design Manual, adopted Riverside County Design Guidelines (for communities that have them), the Riverside County Regional Park and Open Space Trails Standards Manual, and other Riverside County Guidelines. (AI 34, 41)	Not Applicable. Per Figure 8 of the LMWAP, the Project site is not targeted for development with bike trails.
C 17.2: Require bicycle access between proposed developments and other parts of the Riverside County trail system through dedication of easements and construction of bicycle access ways.	Not Applicable. Per Figure 8 of the LMWAP, the Project site is not planned with bike trails. Thus, Policy 17.2 is not applicable to the proposed Project.
C 17.3 Ensure that the bikeway system incorporates the following: a. Interconnection throughout and between cities and unincorporated communities. b. Appropriate lanes to specific destinations such as state or county parks.	Not Applicable. Policy C 17.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
c. Appropriate opportunities for recreational bicycle riding and bicycle touring. d. Opportunities for bicycle commuting and golf cart commuting within a community, as appropriate for the terrain, traffic levels and proximity to surrounding destinations. e. Bikeways connecting to all urban transit centers and systems (bus stops and Metrolink stations) in the vicinity. f. Bicycle parking at transit stops and park-and-ride lots.	
C 17.4: Ensure that alternative modes of motorized transportation, such as buses, trains, taxi cabs, etc., plan and provide for transportation of recreational and commuting bicyclists and bicycles on public transportation systems. Coordinate with all transit operators to ensure that bicycle facilities are provided along and/or near all transit routes, whenever feasible. New land developments shall be required to provide bicycle facilities to existing or future planned transit routes.	Not Applicable. Policy C 17.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies C 18.1 through C 18.3: Acquisition, Maintenance, and Funding of Multipurpose Trails and Bikeways	Not Applicable. Policies C 18.1 through C 18.3 provide direction to County staff and decision makers and are not applicable to the proposed Project.
C 19.1: Preserve scenic routes that have exceptional or unique visual features in accordance with Caltrans' Scenic Highways Plan. (AI 79)	Consistent. As documented in EIR Subsection 4.1, *Aesthetics*, the Project would have less-than-significant impacts on scenic routes and corridors. Thus, the Project would be consistent with Policy C 19.1.
C 20.1: Ensure preservation of trees identified as superior examples of native vegetation within road rights-of-way through development proposals review process. Where the County of Riverside deems preservation to be infeasible, relocation and/or replacement shall be evaluated by a qualified arborist to ensure that impacts are mitigated.	Not Applicable. There are no trees identified as "superior examples" existing on the Project site. Thus, Policy 20.1 is not applicable to the proposed Project.
C 20.2: Provide all roadways located within identified flood areas with adequate flood control measures.	Consistent. The Project site has been designed with adequate flood control measures. Thus, the Project would be consistent with Policy C 20.2.
C 20.3: Locate roadways outside identified flood plains whenever possible. (AI 60)	Consistent. As documented in EIR Subsection 4.10, *Hydrology and Water Quality*, the Project is located outside of mapped floodplains. Thus, the Project would be consistent with Policy C 20.3.
C 20.4: New crossings of watercourses by local roads shall occur at the minimum frequency necessary to provide for adequate neighborhood and community circulation and fire protection. Wherever feasible, new crossings shall occur using bridging systems that pass over entire watercourses and associated floodplains and riparian vegetation in single spans. Dip or culvert crossings shall be avoided, but, where their use is unavoidable, they shall be designed to minimize impacts on watercourses. (AI 60)	Not Applicable. No new crossings of watercourses are proposed as part of the Project. Thus, Policy 20.4 is not applicable to the proposed Project.
C 20.5: In order to protect the watershed, water supply, groundwater recharge, and wildlife values of watercourses, the County of Riverside will avoid siting utility infrastructure and associated	Not Applicable. Policy C 20.5 provides direction to County staff and decision makers and is not applicable to the proposed

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
grading, fire clearance, and other disturbances within or adjacent to watercourses, if there are feasible alternatives available, and discourage special districts and other governmental jurisdictions outside of Riverside County's authority, from doing so. Where such watershed utility siting locations cannot be avoided, the impacts on watercourses shall be minimized. (AI 60)	Project.
C 20.6: Control dust and mitigate other environmental impacts during all stages of roadway construction.	Consistent. As documented in EIR Subsection 4.10, *Hydrology and Water Quality*, the Project would be subject to the County's NPDES requirements, including during construction of on-site and site-adjacent transportation improvements. Thus, the Project would be consistent with Policy C 20.6.
C 20.7: Protect all streets and highways located within identified blow sand areas from blowsand hazards to the extent practicable.	Not Applicable. The Project site and Project-related roadway improvements are not located within an identified blow sand area. Thus, Policy 20.7 is not applicable to the proposed Project.
C 20.8: Protect Riverside County residents from transportation generated noise hazards. Increased setbacks, walls, landscaped berms, other sound absorbing barriers, or a combination thereof shall be provided along freeways, expressways, and four-lane highways in order to protect adjacent noise-sensitive land uses from traffic-generated noise impacts. Additionally, noise generators such as commercial, manufacturing, and/or industrial activities shall use these techniques to mitigate exterior noise levels to no more than 60 decibels. (AI 107)	Consistent. The analysis within EIR Subsection 4.13, *Noise*, demonstrates that Project-related traffic noise increases affecting sensitive receptors would be less than significant. Additionally, the analysis in Subsection 4.13 demonstrates that Project-related stationary noise sources would not expose nearby sensitive receptors to noise levels exceeding the County's standards. Thus, the Project would be consistent with Policy C 20.8.
C 20.9: Incorporate specific requirements of the Western Riverside County Multiple Species Habitat Conservation Plan and the Coachella Valley Multiple Species Habitat Conservation Plan into transportation plans and development proposals.	Consistent. As demonstrated in EIR Subsection 4.4, *Biological Resources*, the Project and associated roadway improvements would be fully consistent with the Western Riverside County MSHCP requirements. Thus, the Project would be consistent with Policy C 20.9.
C 20.10: Avoid, where practicable, disturbance of existing communities and biotic resource areas when identifying alignments for new roadways, or for improvements to existing roadways and other transportation system improvements.	Consistent. Proposed roadway improvements would not result in disturbances to existing biological communities, aside from minor impacts associated with proposed road crossings over the existing drainage on site. As demonstrated in EIR Subsection 4.4 *Biological Resources*, with mitigation Project-related roadway improvements would result in less-than-significant impacts to biotic resources. Thus, the Project would be consistent with Policy C 20.10.
C 20.11: Implement the Circulation Plan in a manner consistent with federal, state, and local environmental quality standards and regulations.	Consistent. All roadway improvements planned as part of the Project would be consistent with or otherwise would not conflict with all applicable federal, State, and local environmental quality standards and regulations. Thus, the Project would be consistent with Policy C 20.11.
C 20.12: Review proposals for expansion of pipelines for the transport of suitable products and	Not Applicable. The Project does not involve a proposal for

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
materials. Any project proponent of such a pipeline shall mitigate impacts, particularly the potential for hazardous chemical or gas leakage and explosion, in accordance with local, state and federal regulations.	expansion of pipelines for the transport of suitable products or materials. Thus, Policy 20.12 is not applicable to the proposed Project.
C 20.13: Incorporate specific requirements of the General Plan Air Quality Element into transportation plans and development proposals where applicable. (AI 110)	Consistent. As demonstrated herein, the Project, including associated roadway improvements, would be consistent with or otherwise would not conflict with the requirements of the General Plan Air Quality Element. Thus, the Project would be consistent with Policy C 20.13.
C 20.14: Encourage the use of alternative non-motorized transportation and the use of non-polluting vehicles. (AI 118)	Not Applicable. The Project proposes residential uses with supportive open space areas for community use that encourages the use if non-motorized transportation. Thus, Policy 20.14 is not applicable to the proposed Project.
C 20.15 Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting the groundwater supply	Consistent. As documented in EIR Subsection 4.10, *Hydrology and Water Quality*, the Project, including associated roadway improvements, would be required to comply with applicable NPDES requirements. Thus, the Project would be consistent with Policy C 20.15.
Policies C 21.1 through C 21.7: Transportation Systems Management	Not Applicable. Policies C 21.1 through C 21.7 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies C 22.1 and C 22.2: Transportation Demand Management	Not Applicable. Policies C 22.1 and C 22.2 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies C 23.1 through C 23.14: Goods Movement	Not Applicable. Policies C 23.1 through C 23.14 apply to areas in close proximity to freight rail or air cargo services where heavy truck traffic is anticipated, or otherwise provide direction to County staff and decision makers, and are not applicable to the proposed Project.
C 24.1: Encourage the integration of Intelligent Transportation Systems (ITS) consistent with the principles and recommendations referenced in the Inland Empire ITS Strategic Plan as the transportation system is implemented. (AI 117)	Not Applicable. Policy C 24.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies C 25.1 and C 25.2: Major Utility Corridors	Not Applicable. Policies C 25.1 and C 25.2 relate to major utility corridors and are not applicable to the proposed Project.
GENERAL PLAN MULTIPURPOSE OPEN SPACE ELEMENT	
Policies OS 1.1 through OS 1.4: Water Supply and Conveyance	Not Applicable. Policies OS 1.1 through OS 1.4 provide direction to County staff and decision makers and are not applicable to the proposed Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
Policies OS 2.1 through OS 2.5: Water Conservation	Not Applicable. Policies OS 2.1 through OS 2.5 provide direction to County staff and decision makers and are not applicable to the proposed Project.
OS 3.1: Encourage innovative and creative techniques for wastewater treatment, including the use of local water treatment plants.	Not Applicable. Policy OS 3.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 3.2: Encourage wastewater treatment innovations, sanitary sewer systems, and groundwater management strategies that protect groundwater quality in rural areas.	Not Applicable. Policy OS 3.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 3.3: Minimize pollutant discharge into storm drainage systems, natural drainages, and aquifers (AI 3)	Consistent. As documented in EIR Subsection 4.10, *Hydrology and Water Quality*, Project-related impacts due to pollutant discharge into storm drainage systems, natural drainages, and aquifers would be less than significant. Thus, the Project would be consistent with Policy OS 3.3.
OS 3.4: Review proposed projects to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) Permits and require them to prepare the necessary Stormwater Pollution Prevention Program (SWPPP). (AI 3)	Consistent. As discussed in EIR Subsection 4.10, *Hydrology and Water Quality*, the Project would be subject to all applicable NPDES requirements, including the requirement to prepare a SWPPP to address construction-related activities. Thus, the Project would be consistent with Policy OS 3.4.
OS 3.5: Integrate water runoff management within planned infrastructure and facilities such as parks, street medians and public landscaped areas, parking lots, streets, etc. where feasible.	Consistent. The Project's drainage plan accommodates runoff from off-site areas within planned drainage facilities on site within proposed roadways. Thus, the Project would be consistent with Policy OS 3.5.
OS 3.6: Design the necessary stormwater detention basins, recharge basins, water quality basins, or similar water capture facilities to protect water-quality. Such facilities should capture and/or treat water before it enters a watercourse. In general, these facilities should not be placed in watercourses, unless no other feasible options are available.	Consistent. As discussed in EIR Subsection 4.10, *Hydrology and Water Quality*, the Project would accommodate necessary stormwater detention basins/water quality basins to protect water quality. No drainage facilities are proposed within watercourses. Thus, the Project would be consistent with Policy OS 3.6.
OS 3.7: Where feasible, decrease stormwater runoff by reducing pavement in development areas, reducing dry weather urban runoff, and by incorporating "Low Impact Development," green infrastructure and other Best Management Practice design measures such as permeable parking bays and lots, use of less pavement, bio-filtration, and use of multi-functional open drainage systems, etc. (AI 57, 62)	Consistent. As discussed in EIR Subsection 4.10, *Hydrology and Water Quality*, the Project improvements would reduce the total peak flows from the Project site under post-development conditions. The Project would implement BMPs to address water quality within runoff leaving the Project site and include landscaped areas. Thus, the Project would be consistent with Policy OS 3.7.
OS 4.1: Support efforts to create additional water storage where needed, in cooperation with federal, state, and local water authorities. Additionally, support and/or engage in water banking in conjunction with these agencies where appropriate, as needed. (AI 56, 57)	Not Applicable. Policy OS 4.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
OS 4.2: Participate in the development, implementation, and maintenance of a program to recharge the aquifers underlying the county. The program shall make use of flood and other waters to offset existing and future groundwater pumping, except where: a. The groundwater quality would be reduced; b. The available groundwater aquifers are full; or c. Rising water tables threaten the stability of existing structures. (AI 56, 57)	Not Applicable. Policy OS 4.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 4.3: Ensure that adequate aquifer water recharge areas are preserved and protected. (AI 3, 56, 57)	Consistent. As discussed in EIR Subsection 4.10, *Hydrology and Water Quality*, the Project would result in less-than-significant impacts to aquifer recharge areas. Thus, the Project would be consistent with Policy OS 4.3.
OS 4.4: Incorporate natural drainage systems into developments where appropriate and feasible. (AI 3)	Consistent. Grading proposed as part of the Project generally would maintain the site's existing drainage patterns, with runoff continuing to be conveyed to Goldenstar Creek. In addition, the Project improvements would reduce the total peak flows from the Project site under post-development conditions. Thus, the Project would be consistent with Policy OS 4.4.
OS 4.5: Encourage streets in a vicinity of watercourses to include park strips or other open space areas that allow permeability.	Consistent. Project-related improvements to roadways abutting the Project site have been designed to include landscaping parkways that would allow for infiltration of runoff into the soil. Thus, the Project would be consistent with Policy OS 4.5.
OS 4.6: Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding. Such retention may occur through "Low Impact Development" or other Best Management Practice measures. (AI 57)	Consistent. The Project's drainage system is designed to convey off-site and on-site runoff into detention basins to attenuate their flows, and ultimately discharge into Goldenstar Creek, where groundwater recharge would continue to occur. The Project's drainage system also would not result in peak flows that exceed peak flows that occur under existing conditions. The Project also is required to implement Best Management Practices (BMPs). Thus, the Project would be consistent with Policy OS 4.6.
OS 4.7: Encourage storm water management and urban runoff reduction as an enhanced aesthetic and experience design element. Many design practices exist to accomplish this depending on site conditions, planned use, cost-benefit, and development interest. (AI 132)	Not Applicable. Policy OS 4.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 4.8: Use natural approaches to managing streams, to the maximum extent possible, where groundwater recharge is likely to occur. (AI 57)	Not Applicable. Policy OS 4.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 4.9: Discourage development within watercourses and areas within 100 feet of the outside boundary of the riparian vegetation, the top of the bank, or the 100 year floodplain, whichever is greater.	Consistent. The portions of the Project site that are proposed for development with residential uses are not located within any mapped floodplains. As indicated in Subsection 4.10 of the

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	Project's EIR, although the Project would result in impacts to 0.23-acre of MSHCP Section 6.1.2 riparian/riverine habitat, these impacts would be mitigated at a minimum 3:1 ratio. Thus, the Project would be consistent with Policy OS 4.9.
OS 5.1: Substantially alter floodways or implement other channelization only as a "last resort," and limit the alteration to: a. that necessary for the protection of public health and safety only after all other options are exhausted; b. essential public service projects where no other feasible construction method or alternative project location exists; or c. projects where the primary function is improvement of fish and wildlife habitat. (AI 25, 59, 60)	Not Applicable. The portions of the Project site that are proposed for development with residential uses are not located within any mapped floodplains. Thus, Policy OS 5.1 is not applicable to the proposed Project.
OS 5.2: If substantial modification to a floodway is proposed, design it to reduce adverse environmental effects to the maximum extent feasible, considering the following factors: a. stream scour; b. erosion protection and sedimentation; c. wildlife habitat and linkages; d. cultural resources including human remains; e. groundwater recharge capability; f. adjacent property; and g. design (a natural effect, examples could include soft riparian bottoms and gentle bank slopes, wide and shallow floodways, minimization of visible use of concrete, and landscaping with native plants to the maximum extent possible). A site specific hydrologic study may be required. (AI 25, 59, 60)	Not Applicable. The portions of the Project site that are proposed for development with residential uses are not located within any mapped floodplains. Thus, Policy OS 5.2 is not applicable to the proposed Project.
OS 5.3: Based upon site, specific study, all development shall be set back from the floodway boundary a distance adequate to address the following issues: (AI 59, 60, 133) a. public safety; b. erosion; c. riparian or wetland buffer; d. wildlife movement corridor or linkage; e. slopes; f. type of watercourse; and g. cultural resources.	Consistent. The portions of the Project site that are proposed for development with residential uses are not located within any mapped floodplains. As documented in EIR Subsections 4.4, *Biological Resources*, 4.5, *Cultural Resources*, 4.7, *Geology and Soils*, and 4.10, *Hydrology and Water Quality*, the Project would not result in floodway-related hazards related to public safety, erosion, riparian/wetland buffers, wildlife movement corridors/linkages, slopes, or cultural resources. Thus, the Project would be consistent with Policy OS 5.3.
OS 5.4: Consider designating floodway setbacks for greenways, trails, and recreation opportunities on a case-by-case basis. (AI 25, 59, 60)	Not Applicable. Policy OS 5.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 5.5: Preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. Prohibit fencing that constricts flow across watercourses and their banks. Incentives shall be utilized to the maximum extent possible. (AI 25, 60)	Consistent. Although the Project would result in impacts to 0.23-acre of MSCHP riparian/riverine habitat, Project impacts would be mitigated at a minimum 3:1 ratio. No obstruction of natural

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	watercourses would occur as a result of the proposed Project. Thus, the Project would be consistent with Policy OS 5.5.
OS 5.6: Identify and, to the maximum extent possible, conserve remaining upland habitat areas adjacent to wetland and riparian areas that are critical to the feeding, hibernation, or nesting of wildlife species associated with these wetland and riparian areas. (AI 60, 61)	Consistent. As documented in Subsection 4.4 of the Project's EIR, none of the upland habitats present on the Project site are critical to wildlife species, and the Project would be conditioned to mitigate Project impacts to 0.23-acre of southern willow scrub habitat at a minimum 3:1 ratio. Thus, the Project would be consistent with Policy OS 5.6.
OS 5.7: Where land is prohibited from development due to its retention as natural floodways, floodplains and watercourses, incentives should be available to the owner of the land including density transfer and other mechanisms as may be adopted. These incentives will be provided for the purpose of encouraging the preservation of natural watercourses without creating undue hardship on the owner of properties following these policies. (AI 60, 134, 135)	Not Applicable. Policy OS 5.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 6.1: During the development review process, ensure compliance with the Clean Water Act's Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands. (AI 3)	Consistent. As documented in Subsection 4.4 of the Project's EIR, the Project result in impacts to 0.09-acre of federally-protected wetland habitat, 0.12-acre of Corps jurisdictional waters (including 0.03-acre of non-wetland waters and 0.09-acre of wetland waters), 0.12-acre of Regional Board jurisdictional waters (including impacts to 0.03-acre of non-wetland waters and 0.09-acre of wetland waters), and 0.23-acre of CDFW jurisdictional streambed (including impacts to 0.14-acre of vegetated streambed and 0.09-acre of wetland areas). Mitigation is identified requiring a 3:1 mitigation ratio, which would reduce impacts to jurisdictional resources to less-than-significant levels, in compliance with Policy OS 6.1.
OS 6.2: Preserve buffer zones around wetlands where feasible and biologically appropriate. (AI 61)	Consistent. As documented in Subsection 4.4 of the Project's EIR, the Project result in impacts to 0.09-acre of federally-protected wetland habitat, 0.12-acre of Corps jurisdictional waters (including 0.03-acre of non-wetland waters and 0.09-acre of wetland waters), 0.12-acre of Regional Board jurisdictional waters (including impacts to 0.03-acre of non-wetland waters and 0.09-acre of wetland waters), and 0.23-acre of CDFW jurisdictional streambed (including impacts to 0.14-acre of vegetated streambed and 0.09-acre of wetland areas). Mitigation is identified requiring a 3:1 mitigation ratio, which would reduce impacts to jurisdictional resources to less-than-significant levels. Thus, the Project would be consistent with Policy OS 6.2.
OS 6.3: Consider wetlands for use as natural water treatment areas that will result in improvement	Not Applicable. As documented in Subsection 4.3 of the

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
of water quality. (AI 56)	Project's EIR, the Project result in impacts to 0.09-acre of federally-protected wetland habitat, 0.12-acre of Corps jurisdictional waters (including 0.03-acre of non-wetland waters and 0.09-acre of wetland waters), 0.12-acre of Regional Board jurisdictional waters (including impacts to 0.03-acre of non-wetland waters and 0.09-acre of wetland waters), and 0.23-acre of CDFW jurisdictional streambed (including impacts to 0.14-acre of vegetated streambed and 0.09-acre of wetland areas). Mitigation is identified requiring a 3:1 mitigation ratio, which would reduce impacts to jurisdictional resources to less-than-significant levels. Thus, Policy OS 6.3 is not applicable to the proposed Project.
OS 7.1: Work with state and federal agencies to periodically update the Agricultural Resources map to reflect current conditions. (AI 11)	Not Applicable. Policy OS 7.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 7.2: In cooperation with individual farmers, farming organizations, and farmland conservation organizations, the County of Riverside shall employ a variety of agricultural land conservation programs to improve the viability of farms and ranches and thereby ensure the long-term conservation of viable agricultural operations within Riverside County. The County of Riverside shall seek out available funding for farmland conservation. Examples of programs which may be employed include: land trusts; conservation easements (under certain circumstances, these may also provide federal and state tax benefits to farmers); dedication incentives; Land Conservation Contracts; Farmland Security Act contracts; the Agricultural Land Stewardship Program Fund; agricultural education programs; transfer and purchase of development rights; providing adequate incentives (e.g. clustering and density bonuses) to encourage conservation of productive agricultural land in Riverside County's Incentive Program; and providing various resource incentives to landowners (e.g. establish a reliable and/or less costly supply of irrigation water). (AI 78) The County of Riverside shall establish a Farmland Protection and Stewardship Committee and the Board of Supervisors shall appoint its members. The Committee shall include members of the farming community as well as other individuals and organizations committed to farmland protections and stewardship. The Committee shall develop a strategy to preserve agricultural land within Riverside County and shall identify and prioritize agricultural lands for conservation. This strategy shall not only address the preservation of agricultural land but shall also promote sustainable agriculture within Riverside County. In developing its strategy, the Committee shall consider an array of proven techniques and, where necessary, adapt these techniques to address the unique conditions faced by the farming community within Riverside County. Riverside County staff shall assist the Committee in accomplishing its task. Riverside County Departments, that may	Not Applicable. Policy OS 7.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
be called upon to assist the Committee, include, but are not limited to the following: the Agricultural Commissioner, Planning Department, Assessor's Office and County Counsel. In developing its strategy, the Committee shall consult government and private organizations with expertise in farmland protection. These organizations may include, but are not limited to, the following: USDA Natural Resources Conservation Service; State Department of Conservation and its Division of Land Resource Protection; University of California Sustainable Agriculture Research and Education Program; the University of California Cooperative Extension; The Nature Conservancy; American Farmland Trust; The Conservation Fund; the Trust for Public Land; and the Land Trust Alliance. The Committee shall, from time to time, recommend to the Board of Supervisors the adoption of policies and/or regulation that it finds will further the goals of the farmland protection and stewardship. The Committee shall also advise the Board of Supervisors regarding proposed policies that curb urban sprawl and the accompanying conversion of agricultural land to urban development, and that support and sustain continued agriculture. Planning policies that may benefit farmland conservation and fall within the purview of the Committee for review include measures to promote efficient development in and around existing communities including clustering, incentive programs, transfer of development rights, and other planning tools.	
OS 7.3: Encourage conservation of productive agricultural lands and preservation of prime agricultural lands. (AI 3, 78)	Consistent. As discussed in EIR Subsection 4.2, *Agriculture and Forest Resources*, the Project would result in significant and unavoidable impacts to approximately 56.8 acres of "Farmland of Statewide Importance," approximately 50.6 acres of "Unique Farmland," approximately 2.4 acres of "Farmland of Local Importance." However, the Project site is surrounded by open space and residential development, and is targeted by the General Plan for long-term development with residential uses. The proposed Project will be in conformance with permitted uses within Article VI, Section 6.1 of Riverside County Ordinance No. 348. Thus, the Project would be consistent with Policy OS 7.3. As such, the Project would not conflict with this policy.
OS 7.4: Encourage landowners to participate in programs that reduce soil erosion, improve soil quality, and address issues that relate to pest management. To this end, the County shall promote coordination between the Natural Resources Conservation Service, Resource Conservation Districts, UC Cooperative Extension, and other agencies and organizations.	Not Applicable. Policy OS 7.4 relates to agricultural activities, which would be precluded on the Project site with implementation of the Project.
OS 7.5: Encourage the combination of agriculture with other compatible open space uses in order to provide an economic advantage to agriculture. Allow by right, in areas designated Agriculture, activities related to the production of food and fiber, and support uses incidental and secondary to the on-site agricultural operation. (AI 1)	Not Applicable. Policy OS 7.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
Policies OS 8.1 and OS 8.2: Forest Resources	Not Applicable. Policies OS 8.1 and OS 8.2 provide direction to County staff and decision makers, and are not applicable to the proposed Project.
OS 9.1: Update the Vegetation Map for Western Riverside County in consultation with the California Department of Fish and Wildlife, the Natural Diversity Data Base, the United States Forest Service, and other knowledgeable agencies. The County of Riverside shall also provide these agencies with data as needed. (AI 11)	Not Applicable. Policy OS 9.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 9.2: Expand Vegetation mapping to include the eastern portion of the County of Riverside. (AI 11)	Not Applicable. Policy OS 9.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 9.3: Maintain and conserve superior examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes. (AI 3, 79)	Not Applicable. As discussed in EIR Subsection 4.4, *Biological Resources*, the Project site does not contain superior examples of native trees, natural vegetation, stands of established trees, or other features related to ecosystem, aesthetics, or water conservation functions. Thus, Policy OS 9.3 is not applicable to the proposed Project.
OS 9.4: Conserve the oak tree resources in the county. (AI 3, 77, 78)	Not Applicable. No oak trees occur on site under existing conditions. Thus, Policy OS 9.4 is not applicable to the proposed Project.
OS 9.5: Encourage research and education on the effects of smog and other forms of pollution on human health and on natural vegetation.	Not Applicable. Policy OS 9.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 9.6: Conserve important traditional Native American plant gathering resource areas.	Not Applicable. As indicated in EIR Subsections 4.5, *Cultural Resources*, and 4.19, *Tribal Cultural Resources*, the Project would not impact any important traditional Native American plant gathering resources areas. Thus, Policy OS 9.6 is not applicable to the proposed Project.
Policies OS 10.1 and OS 10.2: Wind Energy	Not Applicable. Policies OS 10.1 and OS 10.2 relate to wind energy, which is not proposed as part of the Project. Thus, Policies OS 10.1 and 10.2 is not applicable to the proposed Project.
OS 11.1: Enforce the state Solar Shade Control Act, which promotes all feasible means of energy conservation and all feasible uses of alternative energy supply sources. (AI 62, 65, 66, 70)	Consistent. The Project is required to demonstrate compliance with the State Solar Shade Control Act. Thus, the Project would be consistent with Policy OS 11.1.
OS 11.2: Support and encourage voluntary efforts to provide active and passive solar access opportunities in new developments. (AI 63, 64)	Not Applicable. Policy OS 11.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
OS 11.3: Permit and encourage the use of passive solar devices and other state-of-the-art energy resources. (AI 62, 63, 64)	Not Applicable. Policy OS 11.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 11.4: Encourage site-planning and building design that maximizes solar energy use/potential in future development applications. (AI 70)	Consistent. Pursuant to EIR Regulatory Requirement RR 4.8-1 and as required by the County's CAP Update, the Project would be conditioned to require on-site generation of at least 30% of the Project's energy demand, which primarily would be met through solar panels. The proposed building has been designed to accommodate solar panels. Thus, the Project would be consistent with Policy OS 11.4.
Policies OS 12.1 through OS 12.4: Geothermal Resources	Not Applicable. Policies OS 12.1 through OS 12.4 relate to geothermal resources, which are not proposed as part of the Project.
OS 13.1: Encourage economic biomass conversion under sensible environmental controls. (AI 71)	Not Applicable. Policy OS 13.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies OS 14.1 through OS 14.6: Mineral Resources	Not Applicable. Policies OS 14.1 through OS 14.6 relate to mines and areas with mineral resources. As documented in EIR Subsection 4.12, the Project site is located an area that has not been studied for mineral resources and therefore does not contain any know minerals of significance. No mining operations are proposed as part of the Project.
Policies OS 15.1 and OS 15.2: Petroleum Resources	Not Applicable. Policies OS 15.1 and OS 15.2 relate to petroleum resources, which do not occur on the Project site.
OS 16.1: Continue to implement Title 24 of the California Code of Regulations (the "California Building Standards Code") particularly Part 6 (the California Energy Code) and Part 11 (the California Green Building Standards Code), as amended and adopted pursuant to County ordinance. Establish mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards of within CCR Title 24. (AI 62)	Consistent. As documented in EIR Subsection 4.6, *Energy*, the Project would be subject to compliance with Title 24 of the California Code of Regulations, as amended and adopted pursuant to County ordinance. Thus, the Project would be consistent with Policy OS 16.1.
OS 16.2: Specify energy efficient materials and systems, including shade design technologies, for county buildings. (AI 68, 70)	Not Applicable. Policy OS 16.2 relates to County buildings, which are not proposed as part of the Project. Thus, Policy OS 16.2 is not applicable to the proposed Project.
OS 16.3: Implement public transportation systems that utilize alternative fuels when possible, as well as associated urban design measures that support alternatives to private automobile use.	Consistent. The overall density of the proposed Project is 1.6 dwelling units per acre and would provide open space areas that support linkages to existing alternative modes of transportation. Thus, the Project would be consistent with Policy OS 16.3.
OS 16.4: Undertake proper maintenance of County physical facilities to ensure that optimum energy conservation is achieved.	Not Applicable. Policy OS 16.4 relates to County facilities, which are not proposed as part of the Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
OS 16.5: Utilize federal, state, and utility company programs that encourage energy conservation. (AI 63, 64)	Not Applicable. Policy OS 16.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 16.6: Assist public buildings and institutions in converting asphalt to greenspace to address the heat island effect.	Not Applicable. Policy OS 16.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 16.7: Promote purchasing of energy-efficient equipment based on a fair return on investment, and use energy-savings estimates as one basis for purchasing decisions for major energy-using devices. (AI 68, 69)	Not Applicable. Policy OS 16.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 16.8: Promote coordination of new public facilities with mass transit service and other alternative transportation services, including bicycles, and design structures to enhance mass transit, bicycle, and pedestrian use.	Not Applicable. Policy OS 16.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 16.9: Encourage increased use of passive, solar design and day-lighting in existing and new structures (AI 62, 63, 64, 65, 70)	Consistent. Future implementing developments (e.g., Plot Plans) would be reviewed by the County for compliance with this policy. Thus, the Project would be consistent with Policy OS 16.9.
OS 16.10: Encourage installation and use of cogenerating systems where they are cost-effective and appropriate. (AI 62, 70)	Not Applicable. Policy OS 16.10 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 16.11: Provide incentives, such as transfer of development rights and clustering, to private developments that provide energy efficient site design.	Not Applicable. Policy OS 16.11 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 16.12: Consider energy efficient site design and construction techniques in renovation, construction or procurement of leased spaces.	Not Applicable. Policy OS 16.12 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 16.13: Encourage installation and use of new technology at existing facilities or the establishment of new waste-reduction facilities, where cost-effective and appropriate, to ensure that optimum energy conservation is achieved.	Not Applicable. Policy OS 16.13 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 16.14: Coordinate energy conservation activities with the County Climate Action Plan (CAP) as decreasing energy usage also helps reduce carbon emissions.	Consistent. As indicated in EIR Subsection 4.8, *Greenhouse Gas Emissions*, the Project would be conditioned to comply with the County's CAP. Thus, the Project would be consistent with Policy OS 16.14.
OS 17.1: Enforce the provisions of applicable MSHCP's and implement related Riverside County policies when conducting review of possible legislative actions such as general plan amendments, zoning ordinance amendments, etc. including policies regarding the handling of private and public stand alone applications for general plan amendments, lot line adjustments and zoning ordinance amendments that are not accompanied by, or associated with, an application to subdivide or other	Consistent. As demonstrated in EIR Subsection 4.4, *Biological Resources*, the Project site is not located within an MSHCP Criteria Cells, and the Project would be fully consistent with all other Western Riverside County MSHCP requirements with the implementation of mitigation measures. Thus, the Project would

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
land use development application. Every stand alone application shall require an initial Habitat Evaluation and Acquisition Negotiation Process (HANS) assessment and such assessment shall be made by the Planning Department's Environmental Programs Division. Habitat assessment and species specific focused surveys shall not be required as part of this initial HANS assessment for stand alone applications but will be required when a development proposal or land use application to subsequently subdivide, grade or build on the property is submitted to the County.	be consistent with Policy OS 17.1.
OS 17.2: Enforce the provisions of applicable MSHCP's and implement related Riverside County policies when conducting review of development applications.	Consistent. As demonstrated in EIR Subsection 4.4, *Biological Resources*, the Project site is not located within an MSHCP Criteria Cells, and the Project would be fully consistent with the Western Riverside County MSHCP requirements. Thus, Policy OS 17.2 is not applicable to the Project.
OS 17.3: Enforce the provisions of applicable MSHCP's and implement related Riverside County policies when developing transportation or other infrastructure projects that have been designated as covered activities in the applicable MSHCP.	Consistent. As demonstrated in EIR Subsection 4.4, *Biological Resources*, the Project site is not located within an MSHCP Criteria Cells, and the Project would be fully consistent with the Western Riverside County MSHCP requirements. Thus, the Project would be consistent with Policy OS 17.3.
OS 18.1: Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCP's and through implementing related Riverside County policies.	Consistent. As demonstrated in EIR Subsection 4.4, *Biological Resources*, the Project site is not located within an MSHCP Criteria Cells, and the Project would be fully consistent with the Western Riverside County MSHCP requirements. Thus, the Project would be consistent with Policy OS 18.1.
OS 18.2: Provide incentives to landowners that will encourage the protection of significant resources in the county beyond the preservation and/or conservation required to mitigate project impacts. (AI 9)	Not Applicable. Policy OS 18.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 18.3: Prohibit the planting or introduction of invasive, non-native species to watercourses, their banks, riparian areas, or buffering setbacks.	Consistent. No non-native species will be introduced to any Project watercourses, riparian areas, or buffering setbacks. Thus, the Project would be consistent with Policy OS 18.3.
OS 18.4: Develop standards for the management of private conservation easements and conservation lots in fee title. For areas with watercourses, apply special standards a – f (below) for their protection, and apply standards g-j (below) generally: a. For conservation lands with watercourses, conform easement boundaries to setback conditions that will preserve natural flows and changes in the natural boundaries of a watercourse and its protective riparian habitat. b. Use only "open" fencing that permits the movement of wildlife, and limit fencing to locations outside of setbacks to watercourses (no fencing is permitted to cross the banks or channel of a watercourse, unless no other option is available). c. Allow fuel modification only to the outside of buffering vegetation (riparian vegetation and	Not Applicable. Policy OS 18.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
vegetation on slopes that buffer the watercourse from erosion and storm water pollution). d. No planting of non-native invasive species is permitted. e. No lighting of watercourse area is permitted. f. Prohibit the use of pesticides and herbicides known to harm aquatic species and sensitive amphibians. g. Ensure that lands under control of Homeowner's Associations employ an experienced nonprofit conservation group or agency to manage/maintain the land. h. Prohibit use of recreational off-road vehicles. i. Prohibit grazing and alterations of vegetation except for fuel and weed management under close supervision of qualified natural lands manager. j. For private conservation lands, especially those within criteria cells of MSHCP areas, ensure that easement and fee title agreements provide funding methods sufficient to manage the land in perpetuity.	
OS 19.1: Cultural resources (both prehistoric and historic) are a valued part of the history of the County of Riverside.	Not Applicable. Policy OS 19.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 19.2: The County of Riverside shall establish a Cultural Resources Program in consultation with Tribes and the professional cultural resources consulting community that , at a minimum would address each of the following: application of the Cultural Resources Program to projects subject to environmental review; government-to-government consultation; application processing requirements; information database(s); confidentiality of site locations; content and review of technical studies; professional consultant qualifications and requirements; site monitoring; examples of preservation and mitigation techniques and methods; curation and the descendant community consultation requirements of local, state and federal law. (AI 144)	Not Applicable. Policy OS 19.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 19.3: Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.	Consistent. Site-specific cultural resources investigations were conducted for the Project site, as discussed in EIR Subsection 4.5, *Cultural Resources*. As documented therein, with mitigation Project impacts to cultural resources would be less than significant. Thus, the Project would be consistent with Policy OS 19.3.
OS 19.4: To the extent feasible, designate as open space and allocate resources and/or tax credits to prioritize the protection of cultural resources preserved in place or left in an undisturbed state. (AI 145)	Not Applicable. Policy OS 19.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 19.5: Exercise sensitivity and respect for human remains from both prehistoric and historic time periods and comply with all applicable laws concerning such remains.	Consistent. The Project would be subject to compliance with all applicable laws concerning human remains, including California Health and Safety Code § 7050.5 and California Public

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	Resources Code § 5097 et. seq. Thus, the Project would be consistent with Policy OS 19.5.
OS 19.6: Whenever existing information indicates that a site proposed for development has high paleontological sensitivity as shown on Figure OS-8, a paleontological resource impact mitigation program (PRIMP) shall be filed with the County Geologist prior to site grading. The PRIMP shall specify the steps to be taken to mitigate impacts to paleontological resources.	Consistent. As discussed in EIR Subsection 4.14, *Paleontological Resources*, while the Project site has a "low" potential for containing paleontological resources, the Project would be subject to mitigation measures identifying requirements in the event that paleontological resources are identified on site. The required mitigation would reduce potential impacts to below a level of significance. Thus, the Project would be consistent with Policy OS 19.6.
OS 19.7: Whenever existing information indicates that a site proposed for development has low paleontological sensitivity as shown on Figure OS-8, no direct mitigation is required unless a fossil is encountered during site development. Should a fossil be encountered, the County Geologist shall be notified and a paleontologist shall be retained by the project proponent. The paleontologist shall document the extent and potential significance of the paleontological resources on the site and establish appropriate mitigation measures for further site development.	Consistent. As discussed in EIR Subsection 4.14, *Paleontological Resources*, while the Project site has a "low" potential for containing paleontological resources, the Project would be subject to mitigation measures identifying requirements in the event that paleontological resources are identified on site. The required mitigation would reduce potential impacts to below a level of significance. Thus, the Project would be consistent with Policy OS 19.7.
OS 19.8: Whenever existing information indicates that a site proposed for development has undetermined paleontological sensitivity as shown on Figure OS-8, a report shall be filed with the County Geologist documenting the extent and potential significance of the paleontological resources on site and identifying mitigation measures for the fossil and for impacts to significant paleontological resources prior to approval of that department.	Not Applicable. The Project site has a "low" potential for containing paleontological resources, and a PRIMP is not required for the Project. Thus, Policy OS 19.8 is not applicable to the proposed Project.
OS 19.9: Whenever paleontological resources are found, the County Geologist shall direct them to a facility within Riverside County for their curation, including the Western Science Center in the City of Hemet.	Consistent. If any paleontological resources are uncovered as part of the Project grading activities, any such resources would be treated in a manner directed by the County Geologist, as required by EIR Mitigation Measure MM 4.14-1. Thus, the Project would be consistent with Policy OS 19.9.
OS 20.1: Preserve and maintain open space that protects County environmental and other nonrenewable resources and maximizes public health and safety in areas where significant environmental hazards and resources exist.	Not Applicable. Policy OS 20.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 20.2: Prevent unnecessary extension of public facilities, services, and utilities, for urban uses, into Open Space-Conservation designated areas. (AI 74)	Not Applicable. The Project would not include the extension of public facilities, services, or utilities within areas designated Open Space – Conservation (OS-C). Thus, Policy OS 20.2 is not applicable to the Project.
OS 20.3: Discourage the absorption of dedicated park lands by non-recreational uses, public or private. Where absorption is unavoidable, replace park lands that are absorbed by other uses with similar or improved facilities and programs. (AI 74)	Not Applicable. Policy OS 20.3 provides direction to County staff and decision makers and is not applicable to the proposed Project. Furthermore, no "replacement" of park lands would be

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	required for the Project. Thus, Policy OS 20.3 is not applicable to the Project.
OS 20.4: Provide for the needs of all people in the system of the County recreation sites and facilities, regardless of their socioeconomic status, ethnicity, physical capabilities or age.	Consistent. The Project would accommodate passive recreational uses, including a 16-foot-wide pedestrian trail, and would be required to contribute in-lieu fees pursuant to Section 10.35 of Riverside County Ordinance No. 460. Thus, the Project would be consistent with Policy OS 20.4.
OS 20.5: Require that development of recreation facilities occurs concurrent with other development in an area. (AI 3)	Consistent. The Project would accommodate passive recreational uses, including a 16-foot-wide pedestrian trail, and would be required to contribute in-lieu fees pursuant to Section 10.35 of Riverside County Ordinance No. 460. Thus, the Project would be consistent with Policy OS 20.5.
OS 20.6: Require new development to provide implementation strategies for the funding of both active and passive parks and recreational sites. (AI 3)	Consistent. The Project would accommodate passive recreational uses, including a 16-foot-wide pedestrian trail, and would be required to contribute in-lieu fees pursuant to Section 10.35 of Riverside County Ordinance No. 460. Thus, the Project would be consistent with Policy OS 20.6.
OS 21.1: Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County. (AI 79)	Consistent. As documented in EIR Subsection 4.1, *Aesthetics*, the Project would result in less-than-significant impacts to scenic vistas and view corridors. Thus, the Project would be consistent with Policy OS 21.1.
OS 22.1: Design developments within designated scenic highway corridors to balance the objectives of maintaining scenic resources with accommodating compatible land uses. (AI 3)	Consistent. As documented in EIR Subsection 4.1, *Aesthetics*, the Project would have less-than-significant impacts to scenic highway corridors. Thus, the Project would be consistent with Policy OS 22.1.
OS 22.2: Study potential scenic highway corridors for possible inclusion in the Caltrans Scenic Highways Plan.	Not Applicable. Policy OS 22.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 22.3: Encourage joint efforts among federal, state, and county agencies, and citizen groups to ensure compatible development within scenic corridors.	Not Applicable. Policy OS 22.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
OS 22.4: Impose conditions on development within scenic highway corridors requiring dedication of scenic easements consistent with the Scenic Highways Plan, when it is necessary to preserve unique or special visual features. (AI 3)	Consistent. As documented in EIR Subsection 4.1, *Aesthetics*, the Project would have less-than-significant impacts to scenic highway corridors. Thus, the Project would be consistent with Policy OS 22.4.
OS 22.5: Utilize contour grading and slope rounding to gradually transition graded road slopes into a natural configuration consistent with the topography of the areas within scenic highway	Consistent. The Project has been designed to maintain the existing topographic conditions of the Project site, except as

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
corridors.	necessary to accommodate proper site drainage and sewage flows. The Project's grading would not impact any large slopes. Thus, the Project would be consistent with Policy OS 22.5.
GENERAL PLAN SAFETY ELEMENT	
Policies S 1.1 through S 1.5: Code Conformance and Development Regulations	Not Applicable. Policies S 1.1 through S 1.4 provide direction to County staff and decision makers and are not applicable to the proposed Project.
S 2.1: Minimize fault rupture hazards through enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following policies: (AI 80, 91) a. Require geologic studies or analyses for critical structures, and lifeline, high-occupancy, schools, and high-risk structures, within 0.5 miles of all Quaternary to historic faults shown on the Earthquake Fault Studies Zones map. b. Require geologic trenching studies within all designated Earthquake Fault Studies Zones, unless adequate evidence, as determined and accepted by the Riverside County Engineering Geologist, is presented. The County of Riverside may require geologic trenching of non-zoned faults for especially critical or vulnerable structures or lifelines. c. Require that lifelines be designed to resist, without failure, their crossing of a fault, should fault rupture occur. d. Support efforts by the California Department of Conservation, California Geological Survey to develop geologic and engineering solutions in areas of ground deformation due to faulting and seismic activity, in those areas where a through-going fault cannot be reliably located. e. Encourage and support efforts by the geologic research community to define better the locations and risks of Riverside County faults. Such efforts could include data sharing and database development with regional entities, other local governments, private organizations, utility agencies or companies, and local universities.	Consistent. In conformance with this policy, and as documented in EIR Subsection 4.7, *Geology and Soils*, a site-specific geotechnical evaluation was conducted for the site and is included as EIR *Technical Appendices F1* and *F2*. No faults occur on site or in the immediate vicinity of the Project site. Remaining components of this policy provide direction to County staff and decision makers and are not applicable to the proposed Project. Thus, the Project would be consistent with Policy S 2.1.
S 2.2: Request geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landsliding or settlement, for any building proposed for human occupancy and any structure whose damage would cause harm, except for accessory buildings. (AI 81)	Consistent. In conformance with this policy, and as documented in EIR Subsection 4.7, *Geology and Soils*, a site-specific geotechnical evaluation was conducted for the site and is included as EIR *Technical Appendices F1* and *F2*. The site-specific investigations determined that the potential for liquefaction on the site is considered low/very low, and identifies recommendations to address liquefaction hazards. The potential for landslide hazards also is addressed in the geotechnical evaluation, and includes recommendations to address potential landslide hazards associated with proposed slopes on site. Thus, the Project would be consistent with Policy S 2.2.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
S 2.3: Require that a state-licensed professional investigate the potential for liquefaction in areas designated as underlain by "Susceptible Sediments" and "Shallow Ground Water" for all proposed critical facilities, except for accessory buildings. Any studies must be prepared/completed by a state-licensed professional.	Consistent. In conformance with this policy, and as documented in EIR Subsection 4.7, *Geology and Soils*, a site-specific geotechnical evaluation was conducted for the site and is included as EIR *Technical Appendices F1* and *F2*. The site-specific investigations determined that the potential for liquefaction on the site is considered low/very low. No areas of the Project site are underlain by Susceptible Sediments or Shallow Ground Water. Thus, the Project would be consistent with Policy S 2.3.
S 2.4: Request that engineered slopes be designed to resist seismically-induced failure as appropriate. For lower-risk projects, this may include requiring slope design to be based on pseudo-static stability analyses using soil engineering parameters that are established on a site-specific basis. For higher-risk projects, appropriate standards may include requiring the stability analyses to factor in the intensity of expected ground-shaking, using a Newmark-type deformation analysis or other analyses as appropriate.	Consistent. In conformance with this policy, and as documented in EIR Subsection 4.7, *Geology and Soils*, a site-specific geotechnical evaluation was conducted for the site and is included as EIR *Technical Appendices F1* and *F2*. The Project site and areas immediately surrounding the Project site do not contain steep slopes capable of producing landslide hazards that could affect future development on site, and all slopes on site would comply with the recommendations of the geotechnical evaluation to ensure slope stability. Thus, the Project would be consistent with Policy S 2.4.
S 2.5: Request that cut-and-fill transition lots appropriately mitigate the potential of seismically-induced differential settlement, including through using over-excavation or other techniques as required by geotechnical, soils, and grading requirements.	Consistent. In conformance with this policy, and as documented in EIR Subsection 4.7, *Geology and Soils*, a site-specific geotechnical evaluation was conducted for the site and is included as EIR *Technical Appendices F1* and *F2*. The geotechnical evaluation includes recommendations to address potential hazards associated with seismically-induced differential settlement, and the Project would be conditioned to comply with the recommendations of the geotechnical evaluation. Thus, the Project would be consistent with Policy S 2.5.
S 2.6: Request structures in liquefaction and slope instability hazard zones to mitigate the potential of seismically-induced differential settlement through appropriate techniques as determined by geotechnical studies, including a 100-percent maximum variation of fill depths as warranted.	Consistent. Geotechnical studies would be required as part of future implementing developments (i.e., as part of tentative tract maps, grading permits, etc.), and future implementing development would be conditioned to comply with the applicable requirements of the future geotechnical evaluations, including recommendations related to seismically-induced differential settlement. Thus, the Project would be consistent with Policy S 2.6.
S 2.7: Encourage research into new foundation design systems that increase resilience to hazards posed by Riverside County's climatic, geotechnical, and geological conditions. (AI 104)	Not Applicable. Policy S 2.7 provides direction to County staff and decision makers and is not applicable to the proposed

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	Project.
S 2.8: Request the following in landslide potential hazard management zones, or when deemed necessary for compliance with the California Environmental Quality Act (CEQA), prior to the issuance of development permits or approval of project designs: (AI 104) a) Preliminary geotechnical and geologic investigations, including certification regarding the stability of the site against adverse effects of earthquake and subsidence. b) Evaluations of site stability, including any possible impact on adjacent properties. c) Consultant reports, investigations, and design recommendations required for grading permits, building permits, and subdivision applications, shall be prepared by state-licensed professionals.	Consistent. The site-specific geotechnical evaluation includes recommendations to address slope instability hazards. Geotechnical studies also would be required as part of future implementing developments (i.e., as part of tentative tract maps, grading permits, etc.), and future implementing development would be conditioned to comply with the applicable requirements of the future geotechnical evaluations, including recommendations related to landslide hazards. Thus, the Project would be consistent with Policy S 2.8.
S 2.9: Require new development in areas prone to geologic hazards (e.g., landslides, steep topography, slope instability) to be adequately mitigated against these hazards, as feasible. Any development in hillside areas should prepare drainage plans to direct runoff and drainage away from potentially unstable slopes. New developments should incorporate hillside design techniques and features to mitigate and support slope stability. (AI 102)	Not Applicable. In conformance with this policy, and as documented in EIR Subsection 4.7, *Geology and Soils*, a site-specific geotechnical evaluation was conducted for the site and is included as EIR *Technical Appendices F1* and *F2*. The Project site and areas immediately surrounding the Project site are not prone to geologic hazards. Thus, Policy is not applicable to Policy S 2.9.
S 2.10: Identify and request mitigation of on-site slope instability, debris flow, and erosion hazards on lots undergoing substantial improvements, particularly during the entitlement or permitting process.	Consistent. As discussed in EIR Subsections 4.7, *Geology and Soils*, and 4.10, *Hydrology and Water Quality*, impacts due to erosion, slope instability, or other hazardous slope conditions would be less than significant. Thus, the Project would be consistent with Policy S 2.10.
S 2.11: Request grading plans, environmental assessments, engineering and geologic technical reports, irrigation and landscaping plans, including ecological restoration and revegetation plans, as appropriate, to ensure the adequate demonstration of a project's ability to mitigate the potential impacts of slope and erosion hazards and loss of native vegetation	Consistent. As discussed in EIR Subsections 4.7, *Geology and Soils*, and 4.10, *Hydrology and Water Quality*, impacts due to erosion, slope instability, or other hazardous slope conditions would be less than significant with mitigation. Thus, the Project would be consistent with Policy S 2.11.
S 2.12: Conduct mitigation on existing public property, and support mitigation activity on private property through any appropriate programs, located on unstable hillside areas, especially slopes with recurring failures where unincorporated Riverside County property or public right-of-way is threatened from slope instability, or where considered appropriate and urgent by the Riverside County Engineer, Fire Department, or Sheriff Department. (AI 148)	Consistent. The site-specific geotechnical evaluations include recommendations to address slope instability hazards. Geotechnical studies also would be required as part of future implementing developments (i.e., as part of tentative tract maps, grading permits, etc.), and future implementing development would be conditioned to comply with the applicable requirements of the future geotechnical evaluations, including recommendations related to landslide hazards. Thus, the Project would be consistent with Policy S 2.12.
S 2.13: Consider establishing neighborhood and building design standards that minimize landslide hazards in high landslide susceptibility areas.	Consistent. As discussed in EIR Subsections 4.7, *Geology and Soils*, and 4.10, *Hydrology and Water Quality*, impacts due to

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	erosion, slope instability, or other hazardous slope conditions would be less than significant with mitigation. Thus, the Project would be consistent with Policy S 2.13.
S 2.14: Encourage building retrofits that improve resiliency to geologic and seismic hazards. (AI 100, 101, 156)	Not Applicable. There are no existing buildings on the Project site. Thus, Policy S 2.14 is not applicable to the proposes Project.
S 2.15: Request geotechnical studies within documented subsidence zones, as well as zones that may be susceptible to subsidence, prior to the issuance of development permits. Within the documented subsidence zones of the Coachella, San Jacinto, and Elsinore Valleys, the studies should address the potential for reactivation of these zones, consider the potential impact on the project, and provide adequate and acceptable mitigation measures.	Not Applicable. The Project site is not within a documented subsidence zone and the potential for subsidence to impact the site is considered low. As documented in EIR Subsection 4.7, *Geology and Soils*, a site-specific geotechnical evaluation was conducted for the site and is included as EIR *Technical Appendices F1* and *F2*. Thus, Policy S 2.15 is not applicable to the proposes Project.
S 2.16: Encourage a liaison program with all Riverside County water districts to prevent water extraction-induced subsidence (AI 4).	Not Applicable. Policy S 2.16 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 2.17: Encourage and support efforts for long-term, permanent monitoring of topographic subsidence in all producing groundwater basins, irrespective of past subsidence.	Not Applicable. Policy S 2.17 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 2.18: Request studies that assess the potential of this hazard on proposed development within "High" and "Very High" wind erosion hazard zones and request appropriate mitigation to wind erosion hazards prior to the issuance of development permits.	Not Applicable. The Project site is not located in an area with "High" or "Very High" wind erosion hazards, pursuant to General Plan Figure S-8.
S 2.19: Request a disclosure about wind erosion susceptibility on property title for those properties located within "High" and "Very High" wind erosion hazard zones, in connection with entitlement requests. (AI 92)	Not Applicable. The Project site is not located in an area with "High" or "Very High" wind erosion hazards, pursuant to General Plan Figure S-8.
S 2.20: Request buildings to be designed to resist wind loads as appropriate for their form and location.	Consistent. The Project would be required to comply with appropriate State and County building code requirements to address wind loads, as would be assured through future County review of implementing building permit applications. Thus, the Project would be consistent with Policy S 2.20.
S 3.1: All residential, commercial, and industrial structures should be flood-proofed, to the maximum extent possible and as required by law, from the mapped 100-year storm flow, or to an appropriate level determined by site-specific hydrological studies for areas not mapped by the Federal Emergency Management Agency. This may require that the finished floor elevation be constructed at such a height as to meet this requirement. Nonresidential (commercial or industrial) structures may be allowed with a "flood-proofed" finished floor below the Base Flood Elevation (i.e., 100-year flood surface) to the extent permitted by state, federal, and local regulations. New critical facilities should be constructed above-grade to the satisfaction of the Building Official, based on federal, state, or other reliable hydrologic studies. Residential commercial, and industrial	Consistent. According to mapping information available from FEMA, the Project site is located outside of mapped floodplains. As such, the Project site is not subject to inundation due to flood hazards. Thus, Policy S 3.1 is not applicable to the Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
structures shall meet these standards as a condition of approval. (AI 25, 59, 60, 88)	
S 3.2: Agricultural, recreational, or other low-intensity uses may be allowable within a 100-year floodplain if flood control and groundwater recharge functions are maintained. (AI 25, 59, 60)	Not Applicable. As documented in EIR Subsection 4.10, *Hydrology and Water Quality*, the Project is located outside of mapped floodplains and is not subject to inundation during peak storm events. Thus, Policy S 3.2 is not applicable to the Project.
S 3.3: Prohibit alteration of floodways and channelization unless alternative methods of flood control are not technically feasible or alternative methods are used to the maximum extent practicable. The intent is to balance floodway protection with prudent land use solutions, recreational needs, and habitat requirements, and as applicable to provide incentives for natural watercourse preservation. (AI 25, 59, 60) a) Prohibit the construction, location, or substantial improvement of structures in areas designated as floodways, except upon approval of a plan which provides that the proposed development will not result in any significant increase in flood levels during the occurrence of a 100-year flood discharge. b) Prohibit the filling or grading of land for nonagricultural purposes and for non-authorized flood control purposes in areas designated as floodways, except upon approval of a plan which provides that the proposed development will not result in any significant increase in flood levels during the occurrence of a 100-year flood discharge	Not Applicable. As documented in EIR Subsection 4.10, *Hydrology and Water Quality*, the Project is located outside of mapped floodplains and is not subject to inundation during peak storm events. Thus, Policy S 3.3 is not applicable to the Project.
S 3.4: Prohibit substantial modification to watercourses, unless the modification does not adversely affect adjacent wetlands or riparian habitat or become detrimental to adjacent property as a result of increased erosion, sedimentation, or water velocity. Substantial modifications to watercourses shall be done in the least environmentally damaging manner practicable and shall restore natural conditions to the greatest extent possible, to maintain adequate wildlife corridors and linkages and maximize groundwater recharge. (AI 25, 59, 60, 61)	Not Applicable. The Project would not result in a substantial modification to any watercourses. Thus, Policy S 3.4 is not applicable to the Project.
S 3.5: Development within the floodway fringe should only be allowed if the proposed structures can be adequately flood-proofed and will not contribute to property damage or risks to public safety, as required by law. Such developments shall be required to be capable of withstanding flooding and minimize the use of fill. Compatible uses shall not, however, obstruct flows or adversely affect upstream or downstream properties with increased velocities, erosion backwater effects, or concentrations of flows. (AI 25, 59, 60, 61)	Not Applicable. The Project would not involve any development within the floodway fringe, as all areas within mapped floodways would be preserved as open space on site. Thus, Policy S 3.5 is not applicable to the Project.
S 3.6: All projects in unincorporated Riverside County should address and mitigate where applicable, adverse impacts to the carrying capacity of local and regional storm drain systems.	Consistent. As indicated in EIR Subsection 4.10, *Hydrology and Water Quality*, the Project would not exceed the existing or planned capacity of any storm water drainage systems. Thus, the Project would be consistent with Policy S 3.6.
S 3.7: Collaborate with neighboring jurisdictions to mitigate the impacts of new development in unincorporated Riverside County that could increase runoff onto parcels downstream in a neighboring jurisdiction and encourage neighboring jurisdictions to require development occurring	Not Applicable. Policy S 3.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
adjacent to the county to consider the impact of flooding and flood-control measures on properties within unincorporated Riverside County. (AI 62)	
S 3.8: Update stormwater infrastructure design requirements as needed to maintain consistency with federal, state, and local regulatory requirements. (AI 25)	Consistent. The Project's potential impacts associated with stormwater infrastructure are evaluated in EIR Section 4.10, *Hydrology and Water Quality*. As concluded in this EIR section, the Project would result in less-than-significant impacts due to a conflict with applicable County regulations and design requirements and mitigation measures related to stormwater infrastructure. Thus, the Project would be consistent with Policy S 3.8.
S 3.9: Ensure that new development projects and retrofits to existing large-scale projects incorporate design strategies and features to reduce the area of impervious surfaces. (AI 4, 25, 100, 101, 156)	Consistent. The Project's potential impacts associated with stormwater infrastructure are evaluated in EIR Sections 4.10, *Hydrology and Water Quality*. As concluded in this EIR section, the Project would result in less-than-significant impacts with incorporation of applicable County regulations and design requirements. Thus, the Project would be consistent with Policy S 3.9.
S 3.10: Collaborate with the Rancho California Municipal Water District, Eastern Municipal Water District, and other dam owners to maintain all dams in Riverside County to a high degree of structural stability.	Not Applicable. Policy S 3.10 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 3.11: Consider identifying areas of poor drainage and installing new or upgrade existing drainage systems to accommodate drainage needs. Use natural infrastructure to the extent possible. (AI 148)	Consistent. The Project's potential impacts associated with stormwater infrastructure are evaluated in EIR Sections 4.10, *Hydrology and Water Quality*. As concluded in this EIR section, the Project would result in less-than-significant impacts with incorporation of applicable County regulations and design requirements. Thus, the Project would be consistent with Policy S 3.11.
S 3.12: Public facilities and other facilities essential for emergencies and large public assembly within the County Regulatory Floodplain as mapped by the Federal Emergency Management Agency shall not be approved unless the project is adequately protected from flood hazards, incorporates all required flood protection specific to that area in accordance with County ordinances and guidelines, as feasible, and will not result in any increase in flood levels during the occurrence of a flood event. Such facilities that are new shall have at least two routes for emergency egress and ingress, and the project design shall minimize the potential for debris or flooding to block emergency routes, either through the construction of dikes, bridges, or large-diameter storm drains under roads used for primary access. (AI 25)	Not Applicable. As documented in EIR Subsection 4.10, *Hydrology and Water Quality*, the Project is located outside of mapped floodplains per Figure 10 in the LMWAP, and is not subject to inundation during peak storm events. Thus, Policy S 3.12 is not applicable to the Project.
S 3.13: Existing essential, dependent-care, and high-risk facilities not in conformance with provisions of the County of Riverside zoning should upgrade or modify building use to a level of	Consistent. The Project would not conflict with or infringe upon existing essential public facilities and public utility corridors,

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
safety consistent with the inundation risk. (AI 25, 88, 148)	which include county regional landfills, fee owned rights-of-way and permanent easements. Thus, the Project would be consistent with Policy S 3.13.
S 3.14: Development using, storing, or otherwise involved with substantial quantities of on-site hazardous materials should not be permitted within a 100-year floodplain or dam inundation zone, unless all standards for evaluation, anchoring, and flood-proofing have been satisfied. Hazardous materials should be stored in watertight containers, not capable of floating, to the extent required by state and federal laws and regulations. Facilities storing substantial quantities of hazardous materials within inundation zones should be adequately flood-proofed and hazardous materials containers shall be anchored and secured to prevent flotation and contamination. (AI 25)	Not Applicable. As documented in EIR Subsection 4.10, *Hydrology and Water Quality*, the Project is located outside of mapped floodplains per Figure 10 in the LMWAP, and is not subject to inundation during peak storm events. Thus, Policy S 3.14 is not applicable to the Project.
S 3.15: Dependent-care facilities should have all flood-vulnerable electrical circuitry flood-proofed. (AI 25)	Not Applicable. As documented in EIR Subsection 4.10, *Hydrology and Water Quality*, the Project is located outside of mapped floodplains per Figure 10 in the LMWAP, and is not subject to inundation during peak storm events. Thus, Policy S 3.15 is not applicable to the Project.
S 3.16: High-risk facilities should be required to maintain and rehearse inundation response plans. (AI 25)	Not Applicable. Policy S 3.16 relates to high-risk facilities, and the Project does not involve any such facilities. Thus, Policy S 3.16 is not applicable to the Project.
S 3.17: Continue to assess the dam inundation risk within unincorporated Riverside County and upgrade facilities and infrastructure at risk, as feasible. (AI 83, 88)	Not Applicable. Policy S 3.17 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 3.18: Designs and upgrades of street storm drains should be based on the depth of inundation, relative risk to public health and safety, the potential for hindrance of emergency access and regress from excessive flood depth, and the threat of contamination of the storm drain system with sewage effluent. In general, the 10-year flood flows should be contained within the top of curbs and the 100-year flood flows within the street right-of-way.	Consistent. The Project's potential impacts associated with stormwater infrastructure are evaluated in EIR Sections 4.10, *Hydrology and Water Quality*. As concluded in this EIR section, the Project would result in less-than-significant impacts with incorporation of applicable County regulations and design requirements. Thus, the Project would be consistent with Policy S 3.18.
S 3.19: During updates to the Safety Element or the Multi-Jurisdictional Local Hazard Mitigation Plan, or when otherwise necessary, the County shall review the 500-year, 100-year, and 10-year flood hazard in the unincorporated county by state, federal, county, and other standards. The County shall use such sources to improve existing protection, review protection standards proposed for new development and redevelopment, and update emergency response plans, to the extent necessary. (AI 83)	Not Applicable. Policy S 3.19 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 3.20: Promote flood-control measures that maintain natural conditions within unincorporated Riverside County's regulatory floodplain of rivers and streams. (AI 25, 59, 60)	Not Applicable. Policy S 3.20 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 3.21: Encourage the use of Specific Plans to allow increased densities in certain areas of a	Not Applicable. Policy S 3.21 provides direction to County staff

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
proposed development or apply Transfer of Development Credits to encourage the placement of appropriate land uses in natural hazard areas, including open space, passive recreational uses, or other development capable of better adapting to these hazards. (AI 25, 59, 60)	and decision makers and is not applicable to the proposed Project.
S 3.22: The County should take an active role in acquiring property in high-risk flood zones and designating the land as open space for public use or wildlife habitat. (AI 59, 60)	Not Applicable. Policy S 3.22 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 3.23: Coordinate with the U.S. Army Corps of Engineers, U.S. Fish and Wildlife, the Resource Conservation District, the Federal Emergency Management Agency, the California Department of Water Resources, and the Riverside County Flood Control and Water Conservation District, in defining existing and potential flood problem areas. (AI 4	Not Applicable. Policy S 3.23 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 4.1: All development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire Department and Building and Safety Department for consistency with the following requirements before the issuance of any building permits: (AI 25, 81.1, 81.2, 104.1) a) All proposed development and construction shall meet minimum state, county, and local standards and other legal requirements for fire safety, as defined in the Riverside County Building or Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency, based on building type, design, occupancy, and use. b) In addition to the standards and guidelines of the California Building Code, California Fire Code, the Riverside County Code of Ordinances, Title 14 of the California Code of Regulations, and other appropriate fire safety provisions, developments shall incorporate additional standards for high-risk, high-occupancy, and dependent facilities where appropriate under the Riverside County Fire Code (Ordinance No. 787) Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors. c) Proposed development and construction in Fire Hazard Severity Zones shall provide secondary public access, in accordance with Riverside County ordinances, where required. There shall be multiple points of ingress and egress that allow for emergency response vehicle access. Points of access shall also include visible street addresses and signs and sufficient water supplies, infrastructure for structural fire suppression, and other applicable local and state requirements. d) Proposed development and construction in Fire Hazard Severity Zones shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the	Consistent. Development on the Project site would be required to comply with minimum standards for fire safety as defined in Riverside County Building or County Fire Codes, and/or by County zoning. As discussed in EIR Subsection 4.21, *Wildfire*, according to Riverside County GIS, a portion of the Project site and areas surrounding the Project site are classified as having a very high susceptibility to wildfire hazards. The Project incorporates adequate fuel modification zones to reduce the potential for wildland fires on site to less-than-significant levels. A Project-specific Fire Protection Plan (FPP) was prepared for the Project and is included as EIR *Technical Appendix L*, the requirements of which have been incorporated into Tentative Tract Map No. 38510. The County would review future plot plan and building permit applications, including their associated landscape plans, for compliance with the fuel modification requirements identified by the Project's FPP. The remaining components of this policy provide direction to County staff and decision makers, and are not applicable to the proposed Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
Riverside County Fire Chief. e) Proposed development and construction in Fire Hazard Severity Zones shall provide a defensible space or fuel modification zones to be located, designed, constructed, and maintained to provide adequate defensibility from wildfires. f) Prior to the approval of all parcel maps and tentative maps, the County shall require, as a condition of approval and as feasible and appropriate, the developer meet or exceed the State Responsibility Area Fire Safe Regulations and the Fire Hazard Reduction Around Buildings and Structures Regulations, particularly those regarding road standards for ingress, egress, and fire equipment access (see Gov. Code, Section 66474.02.) g) Proposed development and construction of more than four residential units or more than 10,000 square feet of nonresidential space located in Very High Fire Hazard Severity Zones, or other appropriate zones as determined by the Riverside County Fire Department, shall submit and implement a fire protection plan as feasible and appropriate. This plan shall include provisions for roadways and access, firefighting infrastructure, signage, vegetation management, construction materials, and evacuations.	
S 4.2: Require continued long-term operation and maintenance of fuel breaks, brush management, controlled burning, revegetation, and fire roads by Riverside County and private landowners. (AI 25)	Not Applicable. Policy S 4.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 4.3: Monitor fire-prevention measures (e.g., fuel reduction) through a site-specific fire-prevention plan to reduce long-term fire risks in Very High Fire Hazard Severity Zones. (AI 25, 88)	Not Applicable. Policy S 4.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 4.4: Discourage development and activities in areas with limited water and access roads, unless adequate measures are implemented. (AI 60)	Not Applicable. Policy S 4.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 4.5: Require proposed development in High or Very High Fire Hazard Severity Zones be located where fire and emergency services are available or will be constructed as part of the proposed development activities, to the extent such locations are available. These services should meet the minimum response times as established by the Riverside County Fire Department. (AI 60, 61)	Not Applicable. Policy S 4.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 4.6: Request that conceptual landscaping plans for development in Fire Hazard Severity Zones be reviewed by TLMA and Fire Department prior to the issuance of development permits. The conceptual landscaping plan of the proposed development should, at a minimum, include: (AI 25) a) Plant palette suitable for high fire hazard areas to reduce the risk of fire hazards. b) Retention of existing natural vegetation to the maximum extent feasible. c) Removal of on-site combustible plants.	Consistent. The County would review future implementing building permits for compliance with the landscaping requirements of proposed Project, which includes fuel modification standards and includes a plant palette for fuel modification areas that minimizes combustible plants and encourages native and fire-resistant species. Thus, the Project would be consistent with Policy S 4.6.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
S 4.7: Site design for development in Fire Hazard Severity Zones should be required to account for topographical conditions and reduce the increased risk for sites located near ridgelines, plateau escarpments, saddles, hillsides, peaks, or other areas where the terrain or topography affect its susceptibility to wildfires by: (AI 60, 81.2, 91) a) Providing fuel modification zones with removal of combustible vegetation while minimizing visual impacts and limiting soil erosion. b) Replacing combustible vegetation with fire resistant vegetation to stabilize slopes. c) Submitting topographic map with site-specific slope analysis. d) Submitting erosion and sedimentation control plans. e) Providing a setback from the edge of the fuel modification zones as deemed appropriate by the Fire Department. f) Minimizing disturbance of 25 percent or greater natural slopes. g) Or enacting other efforts as appropriate to provide comparable protection.	Consistent. A Project-specific Fire Protection Plan (FPP) was prepared for the Project and is included as EIR *Technical Appendix L*, the requirements of which have been incorporated into the proposed Project. The County would review future plot plan and building permit applications, including their associated landscape plans, for compliance with the fuel modification requirements identified by the Project's FPP. Thus, the Project would be consistent with Policy S 4.7.
S 4.8: Locate new critical public facilities outside of High or Very High Fire Hazard Severity Zones or other areas facing elevated risk of wildfire events. Critical facilities include emergency shelters, emergency command and communication facilities, and hospital and healthcare centers. If no feasible alternative site exists, ensure that these facilities incorporate all necessary protections to allow them to continue to serve community needs during and after disaster events. (AI 25, 60)	Not Applicable. The Project does not propose any critical facilities. Thus, Policy S 4.8 is not applicable to the Project.
S 4.9: Site all new public facilities in areas outside of identified fire hazard severity zones and wildland urban interface or fire threat areas, as feasible. (AI 60)	Not Applicable. The Project does not propose any public facilities. Thus, Policy S 4.9 is not applicable to the Project.
S 4.10: Establish neighborhood and building design standards that minimize fire hazards in high fire hazard severity zones, as feasible	Not Applicable. Policy S 4.10 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 4.11: Collaborate with local governments to establish fire fuel management practices in local and regional parks and open spaces., as feasible.	Not Applicable. Policy S 4.11 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 4.12: Identify existing public and private roadways in fire hazard areas not in compliance with contemporary fire-safe standards, including road standards, vegetation clearance, and other requirements of Sections 1273 and 1274 of the California Code of Regulations to the extent resources are available. Work at retrofitting County-owned roadways as needed to meet current standards and require private property owners to do the same, to the extent feasible and given the absence of other site constraints. (AI 25, 81.1, 88, 101, 148, 156)	Not Applicable. Policy S 4.12 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 4.13: Wind-Related Hazards - Use ongoing brush clearance fire inspections to educate homeowners on fire prevention tips by implementing annual countywide weed abatement program. (AI 25, 96, 97)	Not Applicable. Policy S 4.13 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 4.14: Wind-Related Hazards - Coordinate with local fire agencies to develop high-visibility fire prevention programs, including those offering voluntary home inspections and promoting awareness of home fire prevention measures. (AI 96, 97, 98)	Not Applicable. Policy S 4.14 provides direction to County staff and decision makers and is not applicable to the proposed Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
S 4.15: General and Long-Range Fire Safety Planning - Seek to conduct and implement long-range fire safety planning, including stringent building, fire, subdivision, and municipal code standards, improved infrastructure, and improved mutual aid agreements with the private and public sector. (AI 88, 93)	Not Applicable. Policy S 4.15 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 4.16: General and Long-Range Fire Safety Planning - Continue to work cooperatively with the California Department of Forestry and Fire Protection and Tribal government fire departments to strengthen fire-fighting capabilities and successfully respond to multiple fires. (AI 4, 88, 150)	Not Applicable. Policy S 4.16 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 4.17: General and Long-Range Fire Safety Planning - Consider developing a program to use existing reservoirs, tanks, and water wells in the county for emergency fire suppression water sources.	Not Applicable. Policy S 4.17 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 4.18: General and Long-Range Fire Safety Planning - When updating the Safety Element, the Multi-Jurisdictional Local Hazard Mitigation Plan, or at other times as appropriate, review inter-jurisdictional fire response agreements and improve firefighting resources as recommended in the Riverside County Fire Department Fire Protection Plan and Emergency Medical Services (EMS) Strategic Master Plan. Ensure that fire response agreements and firefighting resources are able to meet current and future needs, including increased demand from new development and changing fire regimes. Ensure that: (AI 4, AI 88, 104, 104.1): • Fire reporting and response times do not exceed the goals listed in the Riverside County Fire Department Fire Protection Plan and EMS Strategic Master Plan identified for each of the development densities described in these plans. • Fire flow requirements (e.g., water for fire protection) are consistent with Riverside County Ordinance 787, including requirements for fire hydrant size and outlets, sprinklers, and other water supply needs. • The planned deployment and height of aerial ladders and other specialized equipment and apparatus are sufficient for future development types. • County firefighting agencies have access to water supplies that are regular, reliable, and sufficient to meet long-term needs, including accounting for changes in water supply availability.	Not Applicable. Policy S 4.18 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 4.19: General and Long-Range Fire Safety Planning - Continue to use the Riverside County Fire Department Fire Protection Plan and Emergency Medical Services (EMS) Strategic Master Plan as the foundational document to implement the Safety Element's goals and objectives. (AI 59, 60, 104.1, 104.4)	Not Applicable. Policy S 4.19 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 4.20: General and Long-Range Fire Safety Planning - Encourage property owners to use clustering and Transfer of Development Rights (TDR) program when developing lands within Fire Hazard Severity Zones, as appropriate, by: (AI 59, 61) • Exploring restricting the development of a property through placement of conservation easement. • Considering acquiring the conservation easements similar to that of the Multiple Species	Not Applicable. Policy S 4.20 provides direction to County staff and decision makers and is not applicable to the proposed Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
Habitat Conservation Plan (MSHCP).	
S 4.21: General and Long-Range Fire Safety Planning - Identify, map, and update Fire Hazard Severity Zone maps on an as-needed continual basis. (AI 25, 91)	Not Applicable. Policy S 4.21 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 4.22: General and Long-Range Fire Safety Planning - Ensure that the Riverside County Fire Department has appropriate municipal staffing and Office of the Fire Marshall staff to address development pressure and adequately respond to expected future fire protection needs. (AI 59)	Not Applicable. Policy S 4.22 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 4.23: General and Long-Range Fire Safety Planning - Implement a coordination program with fire protection and emergency service providers to reassess fire hazards after wildfire events and adjust fire prevention and suppression needs, including needs for new or revised development and reconstruction standards. (AI 104.6)	Not Applicable. Policy S 4.23 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 4.24: General and Long-Range Fire Safety Planning - Implement a regional coordination program to increase support for coordination among fire protection and emergency service providers.	Not Applicable. Policy S 4.24 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 4.25: General and Long-Range Fire Safety Planning - Implement a long-term fire protection training and education program for government agencies and communities. (AI 93)	Not Applicable. Policy S 4.25 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 4.26: General and Long-Range Fire Safety Planning - Require as feasible automatic natural gas shutoff earthquake sensors in high-occupancy industrial and commercial facilities and encourage these sensors for all residences.	Not Applicable. Policy S 4.26 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 5.1: Hazardous Waste and Materials - Enforce land use policies and existing criteria related to hazardous materials and waste through ongoing implementation of the programs identified in the County's Hazardous Waste Management Plan (CHWMP). (AI 88)	Not Applicable. Policy S 5.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 5.2: Hazardous Waste and Materials - Review all proposed development projects that manufacture, use, or transport hazardous materials for compliance with the CHWMP. Such projects shall provide a buffer zone, to be determined by the County, between the installation and property boundaries sufficient to protect public safety.	Not Applicable. Policy S 5.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 5.3: Hazardous Waste and Materials - Require that applications for discretionary development projects that will generate hazardous wastes or use hazardous materials include detailed information on hazardous waste reduction, recycling, and storage.	Not Applicable. The Project does not propose any uses that would involve the use of hazardous materials.
S 5.4: Hazardous Waste and Materials - Ensure that industrial facilities are constructed and operated in accordance with current safety and environmental protection standards.	Not Applicable. The Project does not propose any industrial facilities. Thus, Policy S 5.4 is not applicable to the Project.
S 5.5: Hazardous Waste and Materials - Regulate the storage of hazardous materials and wastes and require secondary containment and periodic examination for all such materials as necessary.	Not Applicable. The Project does not propose any hazardous materials. Thus, Policy S 5.5 is not applicable to the Project.
S 5.6: Hazardous Waste and Materials - Require that any business that handles a hazardous material prepare a plan for emergency response to a release or threatened release of a hazardous material, including providing updated information to emergency responders on the type and	Not Applicable. The Project does not propose any hazardous materials. Thus, Policy S 5.6 is not applicable to the Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
quantity of hazardous materials kept on-site.	
S 5.7: Hazardous Waste and Materials - Identify sites that are inappropriate for hazardous material storage, maintenance, use, and disposal facilities due to potential impacts on adjacent land uses and the surrounding natural environment. Prohibit the siting of new or expanded hazardous material facilities on such sites to the extent feasible.	Not Applicable. Policy S 5.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 5.8: Hazardous Waste and Materials - Ensure that the use and disposal of hazardous materials in the County complies with local, state, and federal safety standards.	Not Applicable. Policy S 5.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.
S 5.9: Hazardous Waste and Materials - Require commercial businesses, utilities, and industrial facilities that handle hazardous materials to install automatic fire and hazardous materials detection, reporting, and shut-off devices, and install an alternative communication system in the event power is out or telephone service is saturated following an earthquake.	Not Applicable. Policy S 5.9 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies S 6.1 through S 6.14: Disaster Preparedness	Not Applicable. Policies S 6.1 through S 6.14 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies S 6.15 through S 6.24: Critical Facilities and Lifelines	Not Applicable. Policies S 6.15 through S 6.24 provide direction to County staff and decision makers and are not applicable to the proposed Project.
S 6.25: Disaster Recovery Plans - Develop plans for short-term and long-term post-disaster recovery. (AI 88, 103, 104.5)	Not Applicable. Policy S 6.25 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies S 6.26 through S 6.32: Public Information and Outreach	Not Applicable. Policies S 6.26 through S 6.32 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies S 7.1 through S 7.15: Drought, Extreme Heat, Severe Weather and Agriculture Hazards	Not Applicable. Policies S 7.1 through S 7.15 provide direction to County staff and decision makers and are not applicable to the proposed Project.
GENERAL PLAN NOISE ELEMENT	
N 1.1: Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used. (AI 107)	Consistent. As demonstrated in EIR Subsection 4.13, *Noise*, impacts to proposed noise-sensitive land uses resulting from on-site operations would be less than significant. Thus, the Project would be consistent with Policy N 1.1.
N 1.2: Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors or within the projected noise contours of any adjacent airports. (AI 107)	Not Applicable. Policy N 1.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 1.3 Consider the following uses noise-sensitive and discourage these uses in areas in excess of	Consistent. A Noise Impact Analysis, *Technical Appendix J* to the Project's EIR, was prepared for the Project and has been

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
65 CNEL: • Schools. • Hospitals. • Rest Homes. • Long Term Care Facilities. • Mental Care Facilities. • Residential Uses. • Libraries. • Passive Recreation Uses. • Places of Worship. According to the State of California Office of Planning and Research General Plan Guidelines, an acoustical study may be required in cases where these noise-sensitive land uses are located in an area of 60 CNEL or greater. Any land use that is exposed to levels higher than 65 CNEL will require noise attenuation measures. Areas around airports may have different noise standards than those cited above. Each Area Plan affected by a public-use airport includes one or more Airport Influence Areas, one for each airport. The applicable noise compatibility criteria are fully set forth in Appendix L-1 and summarized in the Policy Area section of the affected Area Plan. (AI 105)	incorporated into the discussion within EIR Section 4.13, *Noise*. As concluded in that section, the Project would not expose any on-site noise-sensitive land uses to excessive noise levels, and the Project's Conditions of Approval will be implemented to ensure noise levels do not exceed 65 dBA. The EIR analysis demonstrates that exterior noise levels are maintained at 65 dBA or below during the daytime hours and 45 dBA or below during nighttime hours for all noise sensitive land uses. Additionally, construction materials used to construct residential structures complies with all applicable local, State, and federal regulations pertaining to insulation and noise containment. As discussed in EIR Section 4.13, *Noise*, Map FV-3 of the Riverside County ALUCP shows the March Air Reserve Base (MARB) Noise Compatibility Contours, and indicates the proposed Project is located within the 55 dBA CNEL noise contour boundaries of the MARB. Thus, the Project would be consistent with Policy N 1.3.
N 1.4: Determine if existing land uses will present noise compatibility issues with proposed projects by undertaking site surveys. (AI 106, 109)	Consistent. In conformance with this policy, a site-specific noise impact analysis was conducted for the Project and is included as EIR *Technical Appendix J*. Mitigation measures are presented in EIR Subsection 4.13, *Noise*, to reduce significant noise-related impacts to less-than-significant levels. Thus, the Project would be consistent with Policy N 1.4.
N 1.5: Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County. (AI 105, 106, 108)	Consistent. In conformance with this policy, a site-specific noise impact analysis was conducted for the Project and is included as EIR *Technical Appendix J*. Mitigation measures are presented in EIR Subsection 4.13, *Noise*, to reduce significant noise-related impacts to less-than-significant levels. Thus, the Project would be consistent with Policy N 1.5.
N 1.6: Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses. (AI 107)	Consistent. In conformance with this policy, a site-specific noise impact analysis was conducted for the Project and is included as EIR *Technical Appendix J*. Mitigation measures are presented in EIR Subsection 4.13, *Noise*, to reduce significant noise-related impacts to less-than-significant levels. Thus, the Project would be consistent with Policy N 1.6.
N 1.7: Require proposed land uses, affected by unacceptably high noise levels, to have an	Consistent. In conformance with this policy, a site-specific noise

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
acoustical specialist prepare a study of the noise problems and recommend structural and site design features that will adequately mitigate the noise problem. (AI 106, 107)	impact analysis was conducted for the Project and is included as EIR *Technical Appendix J.* Mitigation measures are presented in EIR Subsection 4.13, *Noise*, to reduce significant noise-related impacts to less-than-significant levels. Thus, the Project would be consistent with Policy N 1.7.
N 1.8: Limit the maximum permitted noise levels that cross property lines and impact adjacent land uses, except when dealing with noise emissions from wind turbines. Please see the Wind Energy Conversion Systems section for more information. (AI 108)	Not Applicable. The Project Applicant does not propose any wind turbines, and no wind turbines exist in the Project area. Thus, Policy N 1.8 is not applicable to the Project.
N 2.1: Create a County Noise Inventory to identify major noise generators and noise-sensitive land uses, and to establish appropriate noise mitigation strategies. (AI 105)	Not Applicable. Policy N 2.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 2.2: Require a qualified acoustical specialist to prepare acoustical studies for proposed noise-sensitive projects within noise impacted areas to mitigate existing noise. (AI 105, 107)	Consistent. In conformance with this policy, a site-specific noise impact analysis was conducted for the Project and is included as *Technical Appendix J.* Mitigation measures are presented in EIR Subsection 4.13, *Noise*, to reduce significant noise-related impacts to less-than-significant levels. Thus, the Project would be consistent with Policy N 2.2.
N 2.3: Mitigate exterior and interior noises to the levels listed in Table N-2 below to the extent feasible, for stationary sources: (AI 105)	Consistent. Mitigation measures are presented in EIR Subsection 4.13, *Noise*, to reduce significant noise-related impacts to less-than-significant levels. Thus, the Project would be consistent with Policy N 2.3.
N 3.1: Protect Riverside County's agricultural resources from noise complaints that may result from routine farming practices, through the enforcement of the Riverside County Right-to-Farm Ordinance. (AI 105, 107)	Consistent. As documented in EIR Subsection 4.2, *Agriculture and Forestry Resources*, although there are lands within 300 feet of the Project site that are zoned primarily for agricultural use, the Project would be subject to the provisions of Riverside County Ordinance No. 625, which would ensure that Project-related construction and operational activities would not indirectly cause or contribute to the conversion of off-site farmland to non-agricultural use. Thus, the Project would be consistent with Policy N 3.1.
N 3.2: Require acoustical studies and subsequent approval by the Planning Department and the Office of Industrial Hygiene, to help determine effective noise mitigation strategies in noise-producing areas. (AI 105)	Consistent. In conformance with this policy, a site-specific noise impact analysis was conducted for the Project and is included as *Technical Appendix J.* Mitigation measures are presented in EIR Subsection 4.13, *Noise*, to reduce significant noise-related impacts to less-than-significant levels. Thus, the Project would be consistent with Policy N 3.2.
N 3.3: Ensure compatibility between industrial development and adjacent land uses. To achieve compatibility, industrial development projects may be required to include noise mitigation	Consistent. In conformance with this policy, a site-specific noise impact analysis was conducted for the Project and is included as

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
measures to avoid or minimize project impacts on adjacent uses. (AI 107)	EIR *Technical Appendix J.* Mitigation measures are presented in EIR Subsection 4.13, *Noise*, to reduce significant noise-related impacts to less-than-significant levels, including noise impacts to existing and future surrounding land uses. Thus, the Project would be consistent with Policy N 3.3.
N 3.4: Identify point-source noise producers such as manufacturing plants, truck transfer stations, and commercial development by conducting a survey of individual sites. (AI 106)	Not Applicable. Policy N 3.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 3.5: Require that a noise analysis be conducted by an acoustical specialist for all proposed projects that are noise producers. Include recommendations for design mitigation if the project is to be located either within proximity of a noise-sensitive land use, or land designated for noise-sensitive land uses. (AI 109)	Consistent. In conformance with this policy, a site-specific noise impact analysis was conducted for the Project and is included as EIR *Technical Appendix J.* Mitigation measures are presented in EIR Subsection 4.13, *Noise*, to reduce significant noise-related impacts to less-than-significant levels. Thus, the Project would be consistent with Policy N 3.5.
N 3.6: Discourage projects that are incapable of successfully mitigating excessive noise. (AI 107)	Consistent. A site-specific noise impact analysis was conducted for the Project and is included as EIR *Technical Appendix J.* Mitigation measures are presented in EIR Subsection 4.13, *Noise*, to reduce significant noise-related impacts to less-than-significant levels. Thus, the Project would be consistent with Policy N 3.6.
N 3.7: Encourage noise-tolerant land uses such as commercial or industrial, to locate in areas already committed to land uses that are noise-producing. (AI 107)	Not Applicable. Policy N 3.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 4.1 Prohibit facility-related noise received by any sensitive use from exceeding the following worst-case noise levels: (AI 105) a. 45 dBA-10-minute Leq between 10:00 p.m. and 7:00 a.m. b. 65 dBA-10-minute Leq between 7:00 a.m. and 10:00 p.m.	Not Applicable. The Project does not propose any noise-sensitive land uses. Thus, Policy N 4.1 is not applicable to the Project.
N 4.2 Develop measures to control non-transportation noise impacts. (AI 105)	Consistent. A site-specific noise impact analysis was conducted for the Project and is included as EIR *Technical Appendix J.* Mitigation measures are presented in EIR Subsection 4.13, *Noise*, to reduce significant noise-related impacts to less-than-significant levels. Thus, the Project would be consistent with Policy N 4.2.
N 4.3: Ensure any use determined to be a potential generator of significant stationary noise impacts be properly analyzed and ensure that the recommended mitigation measures are implemented. (AI 105, 106, 109)	Consistent. In conformance with this policy, a site-specific noise impact analysis was conducted for the Project and is included as EIR *Technical Appendix J.* Mitigation measures are presented in EIR Subsection 4.13, *Noise*, to reduce significant noise-related impacts to less-than-significant levels. Thus, the Project would be consistent with Policy N 4.3.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
N 4.4: Require that detailed and independent acoustical studies be conducted for any new or renovated land uses or structures determined to be potential major stationary noise sources. (AI 105)	Not Applicable. The land uses proposed as part of the Project would not be potential major stationary noise sources. Thus, Policy N 4.4 is not applicable to the Project.
N 4.5: Encourage major stationary noise-generating sources throughout the County of Riverside to install additional noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest extent practicable prior to the renewal of conditional use permits or business licenses or prior to the approval and/or issuance of new conditional use permits for said facilities. (AI 105, 107)	Not Applicable. The land uses proposed as part of the Project would not be potential major stationary noise sources. Thus, Policy N 4.5 is not applicable to the Project.
N 4.6 Establish acceptable standards for residential noise sources such as, but not limited to, leaf blowers, mobile vendors, mobile stereos and stationary noise sources such as home appliances, air conditioners, and swimming pool equipment. (AI 105)	Not Applicable. Policy N 4.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 4.7: Evaluate noise producers for the possibility of pure-tone producing noises. Mitigate any pure tones that may be emitted from a noise source. (AI 106, 107)	Not Applicable. Policy N 4.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 4.8: Require that the parking structures, terminals, and loading docks of commercial or industrial land uses be designed to minimize the potential noise impacts of vehicles on the site as well as on adjacent land uses. (AI 106, 107)	Consistent. The County would review future implementing developments (i.e., plot plans) for conformance with this requirement. Thus, the Project would be consistent with Policy N 4.8.
Policies N 5.1 and N 5.2: Wind Energy Conversion System (WECS)	Not Applicable. Policies N 5.1 and N 5.2 provide direction to County staff and decision makers and are not applicable to the proposed Project.
N 6.1: Consider noise reduction as a factor in the purchase of County maintenance equipment and their use by County contractors and permittees. (AI 108)	Not Applicable. Policy N 6.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 6.2: Investigate the feasibility of retrofitting current County-owned vehicles and mechanical equipment to comply with noise performance standards consistent with the best available noise reduction technology. (AI 108)	Not Applicable. Policy N 6.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 6.3: Require commercial or industrial truck delivery hours be limited when adjacent to noise-sensitive land uses unless there is no feasible alternative or there are overriding transportation benefits. (AI 105, 107)	Not Applicable. The Project does not propose any commercial or industrial land uses. Thus, Policy N 6.3 is not applicable to the Project.
N 6.4: Restrict the use of motorized trail bikes, mini-bikes, and other off-road vehicles in areas of the county except where designated for that purpose. Enforce strict operating hours for these vehicles in order to minimize noise impacts on sensitive land uses adjacent to public trails and parks. (AI 105, 108)	Not Applicable. Policy N 6.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 7.1: New land use development within Airport Influence Areas shall comply with airport land use noise compatibility criteria contained in the corresponding airport land use compatibility plan for the area. Each Area Plan affected by a public-use airport includes one or more Airport	Consistent. As discussed in EIR Subsection 4.9 *Hazards and Hazardous Materials*, the Project site is located in Zone D of the March Air Reserve Base (MARB) and was approved by the

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
Influence Areas, one for each airport. The applicable noise compatibility criteria are fully set forth in Appendix I-1and summarized in the Policy Area section of the affected Area Plan.	ALUC public hearing on XX/XX/XXXX. The Project would be conditioned to comply with all conditions set forth by ALUC. Thus, the Project would be consistent with Policy N 7.1.
N 7.2: Adhere to applicable noise compatibility criteria when making decisions regarding land uses adjacent to airports. Refer to the Airports section of the Land Use Element (Page LU-32) and the Airport Influence Area sections of the corresponding Area Plans.	Consistent. As discussed in EIR Subsection 4.9, *Hazards and Hazardous Materials*, the Project site is located in Zone D of the March Air Reserve Base (MARB) and was approved by the ALUC public hearing on XX/XX/XXXX. The Project would be conditioned to comply with all conditions set forth by ALUC. Thus, the Project would be consistent with Policy N 7.1.
N 7.3: Prohibit new residential land uses, except construction of a single-family dwelling on a legal residential lot of record, within the current 60 dB CNEL contours of any currently operating public-use, or military airports. The applicable noise contours are as defined by the Riverside County Airport Land Use Commission and depicted in Appendix I-1, as well as in the applicable Area Plan's Airport Influence Area section.	Consistent. The Project site is not located within the 60 dB CNEL contours of any currently operating public-use or military airports. Thus, the Project would be consistent with Policy N 7.3.
N 7.4: Check each development proposal to determine if it is located within an airport noise impact area as depicted in the applicable Area Plan's Policy Area section regarding Airport Influence Areas. Development proposals within a noise impact area shall comply with applicable airport land use noise compatibility criteria.	Consistent. As discussed in EIR Subsection 4.9, *Hazards and Hazardous Materials*, the Project site is not located within the AIA for any public or private airports, and the Project site is not located within an airport noise impact area. Thus, the Project would be consistent with Policy N 7.4.
N 8.1: Prohibit residential development, except construction of a single-family dwelling on a legal residential lot of record, within the current 60 dB CNEL contours of the Chocolate Mountain Aerial Gunnery Range.	Not Applicable. The Project site is not located near the Chocolate Mountain Aerial Gunnery Range. Thus, Policy N 8.1 is not applicable to the Project.
N 9.1: Enforce all noise sections of the State Motor Vehicle Code.	Not Applicable. Policy N 9.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 9.2: Ensure the inclusion of noise mitigation measures in the design of new roadway projects in the county. (AI 105)	Consistent. In conformance with this policy, a site-specific noise impact analysis was conducted for the Project and is included as EIR *Technical Appendix J*. Impacts due to Project-related transportation noise were determined to be less than significant. Thus, the Project would be consistent with Policy N 9.2.
N 9.3: Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures. (AI 106)	Consistent. A site-specific noise impact analysis was conducted for the Project and is included as EIR *Technical Appendix J*. Impacts due to Project-related transportation noise were determined to be less than significant. Thus, the Project would be consistent with Policy N 9.3.
N 9.4: Require that the loading and shipping facilities of commercial and industrial land uses, which abut residential parcels be located and designed to minimize the potential noise impacts upon residential parcels. (AI 105)	Consistent. In conformance with this policy, a site-specific noise impact analysis was conducted for the Project and is included as EIR *Technical Appendix J*. Impacts due to Project-related

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	operational noise were determined to be less than significant. Thus, the Project would be consistent with Policy N 9.4.
N 9.5: Employ noise mitigation practices when designing all future streets and highways, and when improvements occur along existing highway segments. These mitigation measures will emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas. (AI 105)	Consistent. A site-specific noise impact analysis was conducted for the Project and is included as EIR *Technical Appendix J.* Impacts due to Project-related transportation noise were determined to be less than significant. Thus, the Project would be consistent with Policy N 9.5.
N 9.6: Require that all future exterior noise forecasts use Level of Service C, and be based on designed road capacity or 20-year projection of development (whichever is less) for future noise forecasts. (AI 106)	Consistent. In conformance with this policy, a site-specific Noise Impact Analysis was conducted for the Project and is included as EIR *Technical Appendix J.* The NIA was prepared in accordance with County requirements.
N 9.7: Require that field noise monitoring be performed prior to siting to any sensitive land uses along arterial roadways. Noise level measurements should be of at least 10 minutes in duration and should include simultaneous vehicle counts so that more accurate vehicle ratios may be used in modeling ambient noise levels. (AI 106)	Not Applicable. The Project does not include any proposed noise-sensitive land uses. Thus, Policy N 9.7 is not applicable to the Project.
Policies N 10.1 through N 10.4: Mass Transit	Not Applicable. Policies N 10.1 through N 10.4 provide direction to County staff and decision makers and are not applicable to the proposed Project.
N 11.1: Check all proposed projects for possible location within railroad noise contours using typical noise contour diagrams. (AI 106, 109)	Not Applicable. The Project site is not located near any railroad line and the Project site is therefore not subject to substantial railroad-related noise.
N 11.2: Minimize the noise effect of rail transit (freight and passenger) on residential uses and other sensitive land uses through the land use planning process. (AI 106, 109)	Not Applicable. The Project site is not located near any railroad line and the Project site is therefore not subject to substantial railroad-related noise.
N 11.3: Locate light rail and fixed rail routes and design rail stations in areas that are accessible to both residential and commercial areas, but also minimize noise impacts on surrounding residential and sensitive land uses. (AI 106, 109)	Not Applicable. Policy N 11.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 11.4: Install noise mitigation features where rail operations impact existing adjacent residential or other noise-sensitive uses. (AI 108)	Not Applicable. The Project site is not located near any railroad line and the Project site is therefore not subject to substantial railroad-related noise.
N 11.5: Restrict the development of new sensitive land uses to beyond the 65 decibel CNEL contour along railroad rights-of-way. (AI 106, 109)	Not Applicable. The Project site is not located near any railroad line and the Project site is therefore not subject to substantial railroad-related noise.
N 12.1: Utilize natural barriers such as hills, berms, boulders, and dense vegetation to assist in noise reduction. (AI 108)	Consistent. The Project includes 23.75 acres of natural open space that would serve as a land use transition and visual and noise buffer between residential homes and the existing residential uses north, east, and south of the Project site.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	Additionally, Mitigation Measure 4.13-1 identifies further noise reducing measures incorporated into the Project. Thus, the Project would be consistent with Policy N 12.1.
N 12.2: Utilize dense landscaping to effectively reduce noise. However, when there is a long initial period where the immaturity of new landscaping makes this approach only marginally effective, utilize a large number of highly dense species planted in a fairly mature state, at close intervals, in conjunction with earthen berms, setbacks, or block walls. (AI 108)	Consistent. The proposed Project includes a conceptual landscape plan that require appropriate landscaping along the site perimeter. Landscape plans would be required in the future in conjunction with implementing developments. Thus, the Project would be consistent with Policy N 12.2.
N 13.1: Minimize the impacts of construction noise on adjacent uses within acceptable practices. (AI 105, 108)	Consistent. As discussed in EIR Subsection 4.13, *Noise*, Project-related construction noise would be reduced to less-than-significant levels with the incorporation of regulatory requirements and mitigation. Thus, the Project would be consistent with Policy N 13.1.
N 13.2: Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas. (AI 105, 108)	Consistent. Project construction activities would be subject to County of Riverside Ordinance No. 847, which prohibits construction activities that make loud noise from occurring between 6:00 p.m. and 6:00 a.m. during the months of June through September, and between 6:00 p.m. and 7:00 a.m. during the months of October through May, and on Sundays and Federal holidays. Thus, the Project would be consistent with Policy N 13.2.
N 13.3: Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses (see policy N 1.3) by requiring the developer to submit a construction-related noise mitigation plan to the County for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as: a. Temporary noise attenuation fences; b. Preferential location of equipment; and c. Use of current noise suppression technology and equipment. (AI 107)	Consistent. Although the Project's EIR demonstrates that construction-related noise impacts would not impact nearby sensitive receptors, the Project would be conditioned by the County for compliance with this policy. Thus, the Project would be consistent with Policy N 13.3.
N 13.4: Require that all construction equipment utilizes noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. (AI 105, 108)	Consistent. Appropriate mitigation measures have been identified in EIR Subsection 4.13, *Noise*, to reduce the Project's construction-related noise impacts to less-than-significant levels. Thus, the Project would be consistent with Policy N 13.4.
N 14.1: Enforce the California Building Standards that sets standards for building construction to mitigate interior noise levels to the tolerable 45 CNEL limit. These standards are utilized in conjunction with the Uniform Building Code by the County's Building Department to ensure that noise protection is provided to the public. Some design features may include extra-dense	Not Applicable. The Project's proposed land uses do not consist of noise-sensitive uses. Thus, Policy N 14.1 is not applicable to the Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
insulation, double-paned windows, and dense construction materials.	
N 14.2: Continue to develop effective strategies and mitigation measures for the abatement of noise hazards reflecting effective site design approaches and state-of-the-art building technologies. (AI 108)	Not Applicable. Policy N 14.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 14.3: Incorporate acoustic site planning into the design of new development, particularly large scale, mixed-use, or master-planned development, through measures which may include: • Separation of noise-sensitive buildings from noise-generating sources. • Use of natural topography and intervening structure to shield noise-sensitive land uses. • Adequate sound proofing within the receiving structure. (AI 106)	Consistent. The County would review future implementing developments (e.g., plot plans) for consistency with this policy. Thus, the Project would be consistent with Policy N 14.3.
N 14.4: Consider and, when necessary, to lower noise to acceptable limits, require noise barriers and landscaped berms. (AI 108)	Consistent. Operational noise impacts associated with the Project would be less than significant, as discussed in EIR Subsection 4.13, *Noise*. Thus, the Project would be consistent with Policy N 14.4.
N 14.5: Consider the issue of adjacent residential land uses when designing and configuring all new, nonresidential development. Design and configure on-site ingress and egress points that divert traffic away from nearby noise-sensitive land uses to the greatest degree practicable. (AI 106, 107)	Consistent. Operational noise impacts associated with the Project would be less than significant, as discussed in EIR Subsection 4.13, *Noise*. Thus, the Project would be consistent with Policy N 14.5.
N 14.6: Prevent the transmission of excessive and unacceptable noise levels between individual tenants and businesses in commercial structures and between individual dwelling units in multi-family residential structures. (AI 105, 108)	Consistent. Future implementing plot plan and building permit applications would be reviewed by the County for compliance with this policy. Thus, the Project would be consistent with Policy N 14.6.
N 14.7: Assist the efforts of local homeowners living in high noise areas to noise attenuate their homes through funding assistance and retrofitting program development, as feasible. (AI 105, 108)	Not Applicable. Policy N 14.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 14.8: Review all development applications for consistency with the standards and policies of the Noise Element of the General Plan.	Consistent. As demonstrated herein, the Project would not conflict with the Noise Element of the General Plan, and future implementing developments within the Project site would be reviewed by the County for compliance with the Noise Element. Thus, the Project would be consistent with Policy N 14.8.
N 14.9: Mitigate 600 square feet of exterior space to 65 dB CNEL when new development is proposed on residential parcels of 1 acre or greater.	Consistent. Operational noise impacts associated with the Project would be less than significant, as discussed in EIR Subsection 4.13, *Noise*. Thus, the Project would be consistent with Policy N 14.9.
N 15.1: Minimize the potential adverse noise impacts associated with the development of mixed-use structures where residential units are located above or adjacent to commercial uses. (AI 106, 107, 108)	Not Applicable. The Project does not include any proposed mixed-use or commercial land uses. Thus, Policy N 15.1 is not applicable to the Project.
N 15.2: Require that commercial and residential mixed-use structures minimize the transfer or	Not Applicable. The Project does not include any proposed

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
transmission of noise and vibration from the commercial land use to the residential land use. (AI 105)	mixed-use or commercial land uses. Thus, Policy N 15.2 is not applicable to the Project.
N 15.3: Minimize the generation of excessive noise level impacts from entertainment and restaurant/bar establishments into adjacent residential or noise-sensitive uses. (AI 105, 107)	Not Applicable. No entertainment and restaurant/bar uses or any other uses that produce excessive noise are proposed as part of the Project. Thus, Policy N 15.3 is not applicable to the Project.
N 16.1: Restrict the placement of sensitive land uses in proximity to vibration-producing land uses. (AI 105)	Not Applicable. The Project does not include any noise-sensitive land uses. Thus, Policy N 16.1 is not applicable to the Project.
N 16.2 Consider the following land uses sensitive to vibration: • Hospitals; • Residential areas; • Concert halls; • Libraries; • Sensitive research operations; • Schools; and • Offices	Not Applicable. Policy N 16.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 16.3: Prohibit exposure of residential dwellings to perceptible ground vibration from passing trains as perceived at the ground or second floor. Perceptible motion shall be presumed to be a motion velocity of 0.01 inches/second over a range of 1 to 100 Hz.	Consistent. Operational noise impacts associated with the Project would be less than significant, as discussed in EIR Subsection 4.13, *Noise*. Thus, the Project would be consistent with Policy N 16.3.
Policies N 17.1 through N 17.3: Noise Information Management – Mapping	Not Applicable. Policies N 17.1 through N 17.3 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies N 18.1 through N 18.9: Noise Information Management – Noise Data Management	Not Applicable. Policies N 18.1 through N 18.9 provide direction to County staff and decision makers and are not applicable to the proposed Project.
N 19.1: Provide information to the public regarding the health effects of high noise levels and means of mitigating such levels. (AI 109)	Not Applicable. Policy N 19.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 19.2: Cooperate with industry to develop public information programs on noise abatement. (AI 108)	Not Applicable. Policy N 19.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 19.3 Condition that prospective purchasers or end users of property be notified of overflight, sight, and sound of routine aircraft operations by all effective means, including: a. requiring new residential subdivisions that are located within the 60 CNEL contour or are subject to overflight, sight, and sound of aircraft from any airport, to have such information	Not Applicable. The Project site is not located within areas subject to noise associated with airport operations. As discussed in EIR Subsection 4.9, *Hazards and Hazardous Materials*, the Project site is located in Zone D of the March Air Reserve Base (MARB) and was approved by the ALUC public hearing on

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
included in the State of California Final Subdivision Public Report. b. requiring that Declaration and Notification of Aircraft Noise and Environmental Impacts be recorded and made available to prospective purchasers or end users of property located within the 60 CNEL noise contour for any airport or air station or is subject to routine aircraft overflight. (AI 109)	XX/XX/XXXX. The Project would be conditioned to comply with conditions set forth by ALUC. Thus, Policy N 19.3 is not applicable to the Project.
N 19.4: Promote increased awareness concerning the effects of noise and suggest methods by which the public can be of assistance in reducing noise.	Not Applicable. Policy N 19.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
N 19.5: Require new developments that have the potential to generate significant noise impacts to inform impacted users on the effects of these impacts during the environmental review process. (AI 106, 107)	Consistent. The Project's potential impacts due to noise are addressed in EIR Subsection 4.13, *Noise*. Thus, the Project would be consistent with Policy N 19.5.
GENERAL PLAN HOUSING ELEMENT	
The 2017-2021 Housing Element identifies and establishes the County's policies with respect to meeting the needs of existing and future residents in Riverside County. It establishes policies that will guide County decision-making and sets forth an action plan to implement its housing goals over the next eight years. The commitments are in furtherance of the statewide housing goal of "early attainment of decent housing and a suitable living environment for every California family," as well as a reflection of the concerns unique to Riverside County. In particular, the Housing Element addresses how the County plans to meet its Regional Housing Needs Assessment (RHNA) obligations. The RHNA fair share allocation process begins with the California Department of Finance's projection of statewide housing need, which are then further allocated by the Southern California Association of Governments (SCAG). The Housing Element demonstrates that there is sufficient land within the County to accommodate future growth, including housing for lower income households.	Consistent. The Project Applicant proposes to change the site's existing land use designations, which would allow for the future development of 231 residential dwelling units. With approval of the Project's GPA, the Project would be fully consistent with the General Plan and LMWAP land use designations for the 140.7-acre property. Additionally, the Riverside County General Plan designates large portions of the County for development of residential uses, including residential housing for lower-income households. The proposed Project accommodates a mix of lot sizes from 10,890 square feet to more than 1-acre in size, which provides a range of housing options. With implementation of the Project, the County still would be able to meet its RHNA fair share allocations. Thus, the Project would be consistent with the Housing Element.
GENERAL PLAN AIR QUALITY ELEMENT	
Policies AQ 1.1 through AQ 1.11: Multi-jurisdictional Cooperation	Not Applicable. Policies AQ 1.1 through AQ 1.11 provide direction to County staff and decision makers and are not applicable to the proposed Project.
AQ 2.1: The County land use planning efforts shall assure that sensitive receptors are separated and protected from polluting point sources to the greatest extent possible. (AI 114)	Consistent. There are no polluting point sources in the Project vicinity, and future land uses on site would not generate substantial amounts of point-source pollution. Thus, the Project would be consistent with Policy AQ 2.1.
AQ 2.2: Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources when possible. (AI 114)	Not Applicable. There are no sources of substantial air pollution in the area that would require the use of barriers or distance from emission sources, and future uses on site would not comprise

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	substantial sources of air pollution in the area (refer to EIR Subsection 4.3, *Air Quality*). Thus, the Project would be consistent with Policy AQ 2.2.
AQ 2.3: Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution. (AI 114)	Consistent. Landscape plans would be required as part of future implementing developments. Thus, the Project would be consistent with Policy AQ 2.3.
AQ 2.4: Consider creating a program to plant urban trees on an Area Plan basis that removes pollutants from the air, provides shade and decreases the negative impacts of heat on the air. (AI 114)	Not Applicable. Policy AQ 2.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies AQ 3.1 through AQ 3.4: Mobile Pollution Sources	Not Applicable. Policies AQ 3.1 through AQ 3.4 provide direction to County staff and decision makers and are not applicable to the proposed Project.
AQ 4.1: Require the use of all feasible building materials/methods which reduce emissions.	Consistent. The County would review future implementing developments (e.g., building permits, etc.) for compliance with this policy. Thus, the Project would be consistent with Policy AQ 4.1.
AQ 4.2: Require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.	Consistent. The Project would be subject to existing State building code requirements for energy efficient heating equipment and other appliances. Thus, the Project would be consistent with Policy AQ 4.2.
AQ 4.3: Require centrally heated facilities to utilize automated time clocks or occupant sensors to control heating where feasible.	Consistent. The County would review future implementing developments (e.g., plot plans, building permits, etc.) for compliance with this policy. Thus, the Project would be consistent with Policy AQ 4.3.
AQ 4.4: Require residential building construction to comply with energy use guidelines detailed in Part 6 (California Energy Code) and/or Part 11 (California Green Building Standards Code) of Title 24 of the California Code of Regulations.	Consistent. All residential components of the proposed Project would be required to comply with Title 24 of the California Code of Regulations. Thus, the Project would be consistent with Policy AQ 4.4.
AQ 4.5: Require stationary pollution sources to minimize the release of toxic pollutants through: • Design features; • Operating procedures; • Preventive maintenance; • Operator training; and • Emergency response planning	Not Applicable. The land uses proposed by the Project would not contain any sources of substantial pollution sources or result in the release of toxic pollutants. Refer also to EIR Subsection 4.3, *Air Quality*. Thus, Policy AQ 4.5 is not applicable to the Project.
AQ 4.6: Require stationary air pollution sources to comply with applicable air district rules and control measures.	Not Applicable. The residential uses proposed as part of the Project would not contain any substantial stationary air pollution

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	sources. The Project would be required to comply with all applicable SCAQMD requirements. Refer also to EIR Subsection 4.3, *Air Quality*. Thus, Policy AQ 4.6 is not applicable to the Project.
AQ 4.7: To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions as established by the SCAQMD, MDAQMD, SCAB, the Environmental Protection Agency and the California Air Resources Board.	Consistent. As documented in EIR Subsection 4.3, *Air Quality*, Project impacts to air quality would be less than significant. Thus, the Project would be consistent with Policy AQ 4.7.
AQ 4.8: Expand, as appropriate, measures contained in the County's Fugitive Dust Reduction Program for the Coachella Valley to the entire County.	Not Applicable. Policy AQ 4.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 4.9: Require compliance with SCAQMD Rules 403 and 403.1, and support appropriate future measures to reduce fugitive dust emanating from construction sites.	Consistent. All future construction activities associated with the Project would be required to comply with SCAQMD Rules 403 and 403.1, as applicable. Thus, the Project would be consistent with Policy AQ 4.9.
AQ 4.10: Coordinate with the SCAQMD and MDAQMD to create a communications plan to alert those conducting grading operations in the County of first, second, and third stage smog alerts, and when wind speeds exceed 25 miles per hour. During these instances all grading operations should be suspended. (AI 111)	Not Applicable. Policy AQ 4.10 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 5.1: Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.	Consistent. The proposed Project incorporates energy efficient design elements, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills as part of the Project and is consistent with Policy AQ 5.1.
AQ 5.2: Adopt incentives and/or regulations to enact energy conservation requirements for private and public developments. (AI 62)	Not Applicable. Policy AQ 5.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 5.3: Update, when necessary, the County's Policy Manual for Energy Conservation to reflect revisions to the County Energy Conservation Program.	Not Applicable. Policy AQ 5.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 5.4: Encourage the incorporation of energy-efficient design elements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.	Consistent. The County would review implementing developments (e.g., plot plans, etc.) for consistency with this policy. Thus, the Project would be consistent with Policy AQ 5.4.
AQ 6.1: Assist small businesses by developing education and job training programs, especially in job-poor areas. (AI 124)	Not Applicable. Policy AQ 6.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 6.2: Collaborate with local colleges and universities to develop appropriate educational programs to assist residents in obtaining job skills to meet market demands.	Not Applicable. Policy AQ 6.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
Policies AQ 7.1 through AQ 7.7: Business Development	Not Applicable. Policies AQ 7.1 through AQ 7.7 provide direction to County staff and decision makers and are not applicable to the proposed Project.
AQ 8.1: Locate new public facilities in job-poor areas of the county. (AI 18)	Not Applicable. Policy AQ 8.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 8.2: Emphasize job creation and reductions in vehicle miles traveled in job-poor areas to improve air quality over other less efficient methods. (AI 18)	Not Applicable. The Project does not include any proposed mixed-use or commercial land uses. Thus, Policy AQ 8.2 is not applicable to the Project.
AQ 8.3: Time and locate public facilities and services so that they further enhance job creation opportunities. (AI 18)	Not Applicable. Policy AQ 8.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 8.4: Support new mixed-use land use patterns and community centers which encourage community self-sufficiency and containment, and discourage automobile dependency. (AI 14)	Not Applicable. Policy AQ 8.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 8.5: Develop community centers in conformance with policies contained in the Land Use Element. (AI 14)	Consistent. As demonstrated herein, the Project would be consistent with applicable policies of the General Plan Land Use Element. Thus, the Project would be consistent with Policy AQ 8.5.
AQ 8.6: Encourage employment centers in close proximity to residential uses. (AI 14)	Not Applicable. The Project does not include any proposed mixed-use or commercial land uses. Thus, Policy AQ 8.6 is not applicable to the Project.
AQ 8.7: Implement zoning code provisions which encourage community centers, telecommuting and home-based businesses. (AI 1)	Not Applicable. Policy AQ 8.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 8.8: Promote land use patterns which reduce the number and length of motor vehicle trips. (AI 26)	Not Applicable. The Project does not include any proposed mixed-use or commercial land uses. Thus, Policy AQ 8.8 is not applicable to the Project.
AQ 8.9: Promote land use patterns that promote alternative modes of travel. (AI 26)	Consistent. The land use intensities proposed as part of the Project would support existing mass transit in the local area. Thus, the Project would be consistent with Policy AQ 8.9.
AQ 9.1: Cooperate with local, regional, state and federal jurisdictions to reduce vehicle miles traveled and motor vehicle emissions through job creation. (AI 18)	Not Applicable. Policy AQ 9.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 9.2: Attain performance goals and/or VMT reductions which are consistent with SCAG's Growth Management Plan. (AI 26)	Not Applicable. Policy AQ 9.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
Policies AQ 10.1 through AQ 10.4: Trip Reduction	Not Applicable. Policies AQ 10.1 through AQ 10.4 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies AQ 11.1 through AQ 11.4: Special Events	Not Applicable. Policies AQ 11.1 through AQ 11.4 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies AQ 12.1 through AQ 12.5: Transportation Systems Management – Traffic Flow	Not Applicable. Policies AQ 12.1 through AQ 12.5 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies AQ 13.1 through AQ 8.0: Transportation Systems Management – Transportation System Management Improvements	Not Applicable. Policies AQ 13.1 through AQ 8.0 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies AQ 14.1 through AQ 14.4: Transportation Facility Development	Not Applicable. Policies AQ 14.1 through AQ 14.4 provide direction to County staff and decision makers and are not applicable to the proposed Project.
AQ 15.1: Identify and monitor sources, enforce existing regulations, and promote stronger controls to reduce particulate matter.	Not Applicable. Policy AQ 15.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies AQ 16.1 through AQ 16.4: Multi-jurisdictional Cooperation	Not Applicable. Policies AQ 16.1 through AQ 16.4 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies AQ 17.1 through AQ 17.11: Control Measures	Not Applicable. Policies AQ 17.1 through AQ 17.11 provide direction to County staff and decision makers and are not applicable to the proposed Project.
AQ 18.1: Baseline emissions inventory and forecast. Riverside County CAP has included baseline emissions inventory with data from the County's CO2e emissions, for specific sectors and specific years. The carbon inventory greatly aids the process of determining the type, scope and number of GHG reduction policies needed. It also facilitates the tracking of policy implementation and effectiveness. The carbon inventory for the County consists of two distinct components; one inventory is for the County as a whole, as defined by its geographical borders and the other inventory is for the emissions resulting from the County's municipal operations.	Not Applicable. Policy AQ 18.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 18.2: Adopt GHG emissions reduction targets. Pursuant to the results of the Carbon Inventory and Greenhouse Gas Analysis for Riverside County, future development proposed as a discretionary project pursuant to the General Plan shall achieve a greenhouse gas emissions reduction of 25% compared to Business As Usual (BAU) project in order to be found consistent with the County's Climate Action Plan (CAP). (AI 26)	Consistent. As discussed in EIR Subsection 4.8, *Greenhouse Gas Emissions*, mitigation has been imposed on the Project requiring compliance with the County's CAP, and therefore would assist the County in meeting its target to reduce Greenhouse Gases (GHGs) by 25% as compared to BAU. Thus, the Project would be consistent with Policy AQ 18.2.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
AQ 18.3: Develop a Climate Action Plan for reducing GHG emissions. The Riverside County CAP has been developed to formalize the measure necessary to achieve County GHG emissions reduction targets. The CAP includes both the policies necessary to meet stated targets and objectives are met. These targets, objectives and Implementation Measures may be refined, superseded or supplemented as warranted in the future. (AI 146)	Consistent. As discussed in EIR Subsection 4.8, *Greenhouse Gas Emissions*, mitigation has been imposed on the Project requiring compliance with the County's CAP.
AQ 18.4: Implement policies and measures to achieve reduction targets. The County shall implement the greenhouse gas reduction policies and measures established under the County Climate Action Plan for all new discretionary development proposals. (AI 23, 147)	Consistent. As discussed in EIR Subsection 4.8, *Greenhouse Gas Emissions*, mitigation has been imposed on the Project requiring compliance with the County's CAP.
AQ 18.5: Monitor and verify results. The County shall monitor and verify the progress and results of the CAP periodically. When necessary, the CAPs "feedback" provisions shall be used to ensure that any changes needed to stay "on target" with stated goals are accomplished. (AI 26, 147)	Not Applicable. Policy AQ 18.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 19.1: Continue to coordinate with CARB, SCAQMD, and the State Attorney General's office to ensure that the milestones and reduction strategies presented in the General Plan and the CAP adequately address the county's GHG emissions. (AI 110, 111, 113)	Not Applicable. Policy AQ 19.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 19.2: Utilize County's CAP as the guiding document for determining County's greenhouse gas reduction thresholds and implementation programs. Implementation of the CAP and its monitoring program shall include the ability to expand upon, or where appropriate, update or replace the Implementation Measures established herein such that the implementation of the CAP accomplishes the greenhouse gas reduction targets. (AI 146)	Not Applicable. Policy AQ 19.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 19.3 Require new development projects subject to County discretionary approval to achieve the greenhouse gas reduction targets established in the CAP either through: (AI 147) a. Garnishing 100 points through the Implementation Measures found the County's CAP; or b. Requiring quantification of project specific GHG emissions and reduction of GHG emissions to, at minimum, the applicable GHG reduction threshold established in the CAP.	Consistent. As discussed in EIR Subsection 4.8, *Greenhouse Gas Emissions*, mitigation has been imposed on the Project requiring compliance with the County's CAP, including a requirement to obtain 100 points per the County's CAP Implementation Measures.
AQ 19.4: All discretionary project proposals shall analyze their project-specific GHG reduction targets in comparison to the "business as usual" (BAU) scenario for the development's operational life and the "operational life" of a new development shall be defined as a 30-year span. Other methods for calculating BAU and showing GHG emissions reductions may be used provided such methods are both scientifically defensible and show actual emission reduction measures incorporated into project design, mitigation or alternative selection. Alternatively, a project may use the CAP Screening Tables to show the attainment of the applicable number of points needed to ensure adequate GHG reductions and CAP compliance. (AI 47, 147)	Consistent. In conformance with this policy, a Project-specific Greenhouse Gas Assessment was prepared for the Project and is included as EIR *Technical Appendix G*. The Greenhouse Gas Assessment complies with the requirements of this policy.
AQ 20.1: Reduce VMT by requiring expanded multi-modal facilities and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes. Improve connectivity of the multi-modal facilities by providing linkages between various uses in the developments. (AI 47, 53, 146)	Not Applicable. Policy AQ 20.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 20.2: Reduce VMT by facilitating an increase in transit options. In particular, coordinate with	Not Applicable. Policy AQ 20.2 provides direction to County

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
adjacent municipalities, transit providers and regional transportation planning agencies to develop mutual policies and funding mechanisms to increase the use of alternative transportation. (AI 47, 53, 146)	staff and decision makers and is not applicable to the proposed Project.
AQ 20.3: Reduce VMT and GHG emissions by improving circulation network efficiency. (AI 47, 53, 146)	Not Applicable. Policy AQ 20.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 20.4: Reduce VMT and traffic through programs that increase carpooling and public transit use, decrease trips and commute times, and increase use of alternative-fuel vehicles. (AI 47, 146)	Not Applicable. Policy AQ 20.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 20.5: Reduce emissions from standard gasoline vehicles, through VMT, by requiring all new residential units to install circuits and provide capacity for electric vehicle charging stations (AI 47, 53, 146)	Consistent. The County would review future implementing developments (e.g., plot plans, building permits, etc.) for compliance with this policy. Thus, the Project would be consistent with Policy AQ 20.5.
AQ 20.6: Reduce emissions from commercial vehicles, through VMT, by requiring all new commercial buildings, in excess of 162,000 square feet, to install circuits and provide capacity for electric vehicle charging stations.	Not Applicable. The Project does not include any proposed commercial land uses. Thus, Policy AQ 20.6 is not applicable to the Project.
AQ 20.7: Reduce VMT through increased densities in urban centers and encouraging emphasis on mixed use to provide residential, commercial and employment opportunities in closer proximity to each other. Such measures will also support achieving the appropriate jobs-housing balance within the communities. (AI 47, 53, 117, 146)	Not Applicable. The Project site is not located in an urban center, and does not include any proposed commercial land uses. Thus, Policy AQ 20.7 is not applicable to the Project.
AQ 20.8: Reduce VMT by increasing options for non-vehicular access through urban design principles that promote higher residential densities with easily accessible parks and recreation opportunities nearby. (AI 115, 117, 146)	Not Applicable. The Project site does not include any proposed high density residential land uses. Thus, Policy AQ 20.8 is not applicable to the Project.
AQ 20.9: Reduce urban sprawl in order to minimize energy costs associated with infrastructure construction and transmission to distant locations, and to maximize protection of open space. (AI 26)	Consistent. The Project would entail development of the site with residential uses that would be located near existing and planned rural areas, and also accommodates 23.75 acres of natural open space. Thus, the Project would be consistent with Policy AQ 20.9.
AQ 20.10: Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design. (AI 147)	Consistent. The County would review future implementing developments (e.g., plot plans, building permits, etc.) for compliance with this policy. Thus, the Project would be consistent with Policy AQ 20.10.
AQ 20.11: Increase energy efficiency of the new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipment. (AI 147)	Consistent. Future development on site would be required to be constructed in accordance with the current State and County building codes in existence at the time, which include requirements related to energy efficiency and infrastructure design. Thus, the Project would be consistent with Policy AQ 20.11.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
AQ 20.12: Support programs to assist in the energy-efficient retrofitting of older affordable housing units to improve their energy efficiency, particularly residential units built prior to 1978 when CCR Title 24 energy efficiency requirements went into effect. (AI 147)	Not Applicable. Policy AQ 20.12 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 20.13 Reduce water use and wastewater generation in both new and existing housing, commercial and industrial uses. Encourage increased efficiency of water use for agricultural activities. (AI 147)	Consistent. Future development on site would be required to be constructed in accordance with the current State and County building codes in existence at the time, which include requirements related to water use and wastewater generation. Thus, the Project would be consistent with Policy AQ 20.13.
AQ 20.14: Reduce the amount of water used for landscaping irrigation through implementation of County Ordinance 859 and increase use of non-potable water.	Consistent. Future implementing developments (e.g., tentative tract maps, plot plans, etc.) would be subject to compliance with County Ordinance No. 859. Thus, the Project would be consistent with Policy AQ 20.14.
AQ 20.15: Decrease energy costs associated with treatment of urban runoff water through greater use of bioswales and other biological systems.	Consistent. Future implement developments (e.g., tentative tract maps, plot plans, etc.) would be required to incorporate drainage devices such as bioswales to treat runoff generated on the Project site. Thus, the Project would be consistent with Policy AQ 20.15.
AQ 20.16: Preserve and promote forest lands and other suitable natural and artificial vegetation areas to maintain and increase the carbon sequestration capacity of such areas within the County. Artificial vegetation could include urban forestry and reforestation, development of parks and recreation areas, and preserving unique farmlands that provide additional carbon sequestration potential.	Not Applicable. The Project site does not contain forest lands or other suitable natural and artificial vegetation areas that could contribute to an increase in carbon sequestration capacity within the County. Thus, Policy AQ 20.16 is not applicable to the Project.
AQ 20.17: Protect vegetation from increased fire risks associated with drought conditions to ensure biological carbon remains sequestered in vegetation and not released to the atmosphere through wildfires.	Consistent. A site-specific Fire Protection Plan (FPP) has been prepared for the Project and is included as EIR *Technical Appendix L*. The Project would be conditioned to comply with the recommendations of the FPP. Compliance with the FPP would reduce the risk of fire hazards on-site and in adjacent areas. Thus, the Project would be consistent with Policy AQ 20.17.
AQ 20.18: Encourage the installation of solar panels and other energy-efficient improvements and facilitate residential and commercial renewable energy facilities (solar array installations, individual wind energy generators, etc.). (AI 147)	Not Applicable. Policy AQ 20.18 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 20.19: Facilitate development and sitting of renewable energy facilities and transmission lines in appropriate locations. (AI 147)	Not Applicable. Policy AQ 20.19 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 20.20 Reduce the amount of solid waste generation by increasing solid waste recycle, maximizing waste diversion, and composting for residential and commercial generators. Reduction in decomposable organic solid waste will reduce the methane emissions at County landfills. (AI 146)	Consistent. The Project would be subject to the County's solid waste requirements. Thus, the Project would be consistent with Policy AQ 20.20.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
Policies AQ 20.21 through AQ 20.26: Education, Coordination and Outreach Objectives	Not Applicable. Policies AQ 20.21 through AQ 20.26 provide direction to County staff and decision makers and are not applicable to the proposed Project.
Policies AQ 20.27 through AQ 20.30: Municipal Operational Objectives	Not Applicable. Policies AQ 20.27 through AQ 20.30 provide direction to County staff and decision makers and are not applicable to the proposed Project.
AQ 21.1: The County shall require new development projects subject to County discretionary approval to incorporate measures to achieve 100 points through incorporation of the Implementation Measures (IMs) found in the Screening Tables within the Riverside County Climate Action Plan. One hundred points represent a project's fare-share of reduction in operational emissions associated with the developed use needed to reduce emissions down to the CAP Reduction Target. (AI 147) a. This reduction shall be measured in comparison to the "business as usual" (BAU) scenario for the development's operational life. The BAU scenario shall be consistent with the General Plan build out assumptions detailed in Appendix E-1 of the General Plan. b. For the purposes of this policy, the "operational life" of a new development shall be defined as a 30-year span with construction emissions amortized over the 30 years. c. For the purposes of this policy, "new development" refers to private development occurring pursuant to a discretionary land use approval issued by the County of Riverside and subject to binding Conditions of Approval. This definition generally corresponds to projects found non-exempt pursuant to the California Environmental Quality Act (CEQA), but is nevertheless subject to the sole discretion of the County of Riverside as lead agency. d. Other methods for calculating BAU and showing GHG emissions reductions may be used provided such methods are both scientifically defensible and show actual emission reduction measures incorporated into project design, mitigation or alternative selection. That is, reductions must not be illusory "paper" reductions achieved merely through baseline manipulation. e. Nothing in this policy shall be construed as accepting any proposed discretionary project from any legally applicable CEQA requirements or explicitly limiting the scope any analyses required to show CEQA compliance.	Consistent. In conformance with this policy, a Project-specific Greenhouse Gas Assessment was prepared for the Project and is included as *Technical Appendix G*, and complies with the requirements specified by this policy. As discussed in EIR Subsection 4.8, *Greenhouse Gas Emissions*, the Project would be in compliance with the County's CAP with the implementation of mitigation measures. Thus, the Project would be consistent with Policy AQ 21.1.
AQ 21.2: Implementation Measures found necessary for a given project pursuant to the CAP Screening Tables shall be incorporated into a project's Conditions of Approval issued by the County to ensure the measures are implemented appropriately. (AI 147)	Consistent. As discussed in EIR Subsection 4.8, *Greenhouse Gas Emissions*, the Project would be in compliance with the County's CAP with implementation of mitigation. Thus, the Project would be consistent with Policy AQ 21.2.
AQ 21.3: Discretionary Measures - Because of the varied nature of the private development proposals reviewed by the County, in some cases, the Implementing Measures in the CAP may not provide the most appropriate means for achieving the required Interim GHG reductions. In such	Not Applicable. Alternative measures for reducing the Project's GHG emissions are not needed because the Project Applicant demonstrates compliance with the CAP Implementation

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
cases, the following alternate measures may be utilized, at the County's discretion: a. For large-scale developments, such as specific plans, business parks, industrial centers, and those triggering a full Environmental Impact Report, a custom GHG analyses may be warranted to both assure compliance with the applicable targets herein and to provide a customized array of appropriate reduction measures. b. In such cases, the resultant GHG analysis may be used to develop customized GHG reduction measures in place of the CAP's Implementing Measures, provided they achieve the stated targets or implement all feasible mitigation short of achieving the applicable targets. c. Project-specific analysis may be particularly valuable when assessing large-scale mixed use developments. In such developments, significant energy efficiencies and VMT reductions can result from smart growth design features, such as provision of housing, jobs, services and recreation within a 5- to 10-minute walking radius. Project-specific analysis in these cases may result in the need for fewer add-on Implementing Measures and potentially yield substantial savings on construction costs.	Measures. Thus, Policy AQ 21.3 is not applicable to the Project.
AQ 21.4: Implementation of the Climate Action Plan (CAP) and monitoring progress toward the CAP reduction targets shall include the ability to expand upon or, where appropriate, update or replace the Implementation Measures established herein such that the implementation of the CAP accomplishes the County's GHG reduction targets. (AI 146)	Not Applicable. Policy AQ 21.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 22.1 The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions associated with transportation (AI 110, 111, 120, 146, 147): a. Reduce vehicle miles traveled by providing or requiring expanded multi-modal facilities and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes. b. Reduce vehicle miles traveled by facilitating an increase in transit options. In particular, coordinate with adjacent municipalities, transit providers and regional transportation planning agencies to develop mutual policies and funding mechanisms to increase the use of alternative transportation. c. Improve connectivity by requiring pedestrian linkages between developments and transportation facilities, as well as between residential and commercial, recreational and other adjacent land uses. d. Reduce air pollution and greenhouse gas emissions by improving circulation network efficiency. e. Reduce traffic through programs that increase carpooling and public transit use, decrease trips and commute times and increase use of alternative-fuel vehicles. f. Preserve transportation corridors for renewable energy transmission lines and for new transit lines, where appropriate.	Not Applicable. Policy AQ 22.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 23.1: The County shall implement programs and requirements to achieve the following	Not Applicable. Policy AQ 23.1 provides direction to County

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
objective related to reducing greenhouse gas emissions associated with land use patterns (AI 147): a. Reduce vehicle miles travelled (VMT) through increased densities in urban centers and emphasis on mixed use to provide localized residential, commercial and employment opportunities in closer proximity to each other. b. Prevent urban sprawl in order to minimize energy costs associated with infrastructure construction and transmission to distant locations and to maximize protection of open space, particularly forests, which provide carbon sequestration potential. c. Conserve energy by increasing the efficiency of delivery of services through the adoption and implementation of smart growth principles and policies. d. Reduce vehicle miles travelled by commuters through implementation of planning measures that provide appropriate jobs-housing balances within communities. e. Reduce vehicle miles travelled by increasing options for nonvehicular access through urban design principles that promote higher residential densities in attractive forms with easily accessible parks and recreation opportunities nearby. f. Improve energy efficiency through implementation of standards for new residential and commercial buildings that achieve energy efficiencies beyond that required under Title 24 of the California Code of Regulations. g. Reduce vehicle miles travelled by identifying sites for affordable housing for workers close to employment centers and encouraging development of such sites.	staff and decision makers and is not applicable to the proposed Project.
AQ 23.2: For discretionary actions, land use-related greenhouse gas reduction objectives shall be achieved through development and implementation of the appropriate Implementation Measures of the Climate Action Plan for individual future projects. County programs shall also be developed and implemented to address land use-related reductions for County operations and voluntary community efforts. (AI 147)	Consistent. As discussed in EIR Subsection 4.8, *Greenhouse Gas Emissions*, the Project would be in compliance with the County's CAP with implementation of mitigation. Thus, the Project would be consistent with Policy AQ 23.2.
AQ 24.1: The County shall implement programs and requirements to achieve the following Objectives related to reducing greenhouse gas emissions achieved through improving energy efficiency and increasing energy conservation (AI 146): a. Require new development (residential, commercial and industrial) to reduce energy consumption through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design. Passive solar design addressed the innate heating and cooling effects achieved through building design, such as selective use of deep eaves for shading, operable windows for cross-ventilation, reflective surfaces for heat reduction and expanses of brick for thermal mass (passive radiant heating). b. Require new development (residential, commercial and industrial) to design energy efficiency into the project through efficient use of utilities (water, electricity, natural gas) and infrastructure	Not Applicable. Policy AQ 24.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
design. c. Require new development (residential, commercial and industrial) to reduce energy consumption through use of energy efficient mechanical systems and equipment. d. Establish or support programs to assist in the energy-efficient retrofitting of older affordable housing units. e. Actively seek out existing or develop new programs to achieve energy efficiency for existing structures, particularly residential units built prior to 1978 when Title 24 energy efficiency requirements went into effect. f. Balance additional upfront costs for energy efficiency and affordable housing economic considerations by providing or supporting programs to finance energy-efficient housing.	
AQ 24.2: For discretionary actions, energy efficiency and conservation objectives shall be achieved through development and implementation of the appropriate Implementation Measures of the Climate Action Plan for all new development approvals. County programs shall also be developed and implemented to address energy efficiency and conservation efforts for County operations and the community.	Consistent. As discussed in EIR Subsection 4.8, *Greenhouse Gas Emissions*, the Project would be in compliance with the County's CAP with implementation of mitigation. Thus, the Project would be consistent with Policy AQ 24.2.
AQ 25.1 The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through water conservation (AI 146): a. Reduce water use in both new and existing housing, commercial and industrial uses. b. Reduce wastewater generation in both new and existing housing, commercial and industrial uses. c. Reduce the amount of water used for landscaping irrigation through implementation of County Ordinance No. 859. d. Increase use of non-potable water where appropriate, such as for landscaping and agricultural uses. e. Encourage increased efficiency of water use for agricultural activities. f. Decrease energy costs associated with treatment of urban runoff water through greater use of bioswales and other biological systems.	Not Applicable. Policy AQ 25.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 25.2: The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through biota conservation: a. Conserve biota that provides carbon sequestration through implementation of the Multiple Species Habitat Conservation Plans for western and eastern Riverside County. b. Preserve forest lands and other suitable natural vegetation areas to maintain the carbon sequestration capacity of such areas within the County. c. Promote establishment of vegetated recreational uses, such as local and regional parks, that	Not Applicable. As demonstrated in EIR Subsection 4.4, *Biological Resources*, the Project site is not located within an MSHCP Criteria Cell, and the Project would be subject to mitigation measures in order to ensure full compliance with the Western Riverside County MSHCP requirements. Thus, Policy AQ 25.2 is not applicable to the Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
provide carbon sequestration potential in addition to opportunities for healthy recreation. d. Promote urban forestry and reforestation, as feasible, to provide additional carbon sequestration potential. e. Promote the voluntary preservation of farmlands for carbon sequestration purposes. In particular, protect important farmlands and open space from conversion and encroachment by urban uses. Also, seek to retain large parcels of agricultural lands to enhance the viability of local agriculture and prevent the encroachment of sprawl into rural areas. f. Promote the voluntary preservation of areas of native vegetation that may contribute to biological carbon sequestration functions. g. Protect vegetation from increased fire risks associated with drought conditions to ensure biological carbon remains sequestered in vegetation and not released to the atmosphere through wildfires. In particular, prevent unnecessary intrusion of people, vehicles and development into natural open space areas to lessen risk of wildfire from human activities.	
AQ 25.3: For discretionary actions, greenhouse gas reduction objectives related to water and biota conservation shall be achieved through development and implementation of the applicable Implementation Measures of the Climate Action Plan. County programs shall also be developed and implemented to address conservation issues related to County operations and voluntary community efforts. (AI 146)	Consistent. As discussed in EIR Subsection 4.8, *Greenhouse Gas Emissions*, the Project would be in compliance with the County's CAP with implementation of mitigation. Thus, the Project would be consistent with Policy AQ 25.3.
AQ 26.1: The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions derived from energy generation (AI 146, 147): a. Encourage the installation of solar panels and other energy-efficient improvements. b. Facilitate residential and commercial renewable energy facilities (solar array installations, individual wind energy generators, etc.). c. Facilitate development of renewable energy facilities and transmission lines in appropriate locations. d. Facilitate renewable energy facilities and transmission line siting. e. Provide incentives for development of local green technology businesses and locally-produced green products. f. Provide incentives for investment in residential and commercial energy efficiency improvements. g. Identify lands suitable for wind power generation or geothermal production and encourage development of these alternative energy sources.	Not Applicable. Policy AQ 26.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 26.2: For discretionary actions, the objectives for greenhouse gas reduction through increased use of alternative energy sources shall be achieved through development and implementation of the applicable Implementation Measures of the Climate Action Plan. County programs shall also be	Consistent. As discussed in EIR Subsection 4.8, *Greenhouse Gas Emissions*, the Project would be in compliance with the County's CAP with implementation of mitigation. Thus, the

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
developed and implemented to address use of alternative energy for County operations and within the community. (AI 147)	Project would be consistent with Policy AQ 26.2.
AQ 27.1: The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions associated with wastes (AI 146, 147): a. Reduce the amount of solid waste generated. b. Increase the amount of solid waste recycled by maximizing waste diversion, composting and recycling for residential and commercial generators. c. Promote reductions in material consumption. d. Decrease wastewater generation. e. Reduce fugitive methane emissions and increase methane conversion to alternative energies at County landfills.	Not Applicable. Policy AQ 27.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 27.2: Greenhouse gas reduction through the above waste reduction Objectives shall be achieved through development and implementation of the applicable Implementation Measures of the Climate Action Plan for new development. County programs shall also be developed and implemented to address waste reductions for County operations and voluntary community efforts. (AI 146)	Consistent. As discussed in EIR Subsection 4.8, *Greenhouse Gas Emissions*, the Project would be in compliance with the County's CAP with implementation of mitigation. Thus, the Project would be consistent with Policy AQ 27.2.
AQ 28.1: The County shall implement programs and requirements to achieve voluntary greenhouse gas emissions reductions through the following public education and outreach objectives (AI 147): a. Provide homeowner education programs on the various voluntary ways in which they may reduce their homes' GHG emissions. b. Develop and implement motorist education programs on reducing vehicle miles travelled (VMT), idling, vehicle maintenance, etc. c. Develop and implement incentive programs for increasing carpooling, public transit use and other similar means. d. Develop and implement incentive programs for residential energy conservation, such as through retrofitting to improve insulation values, adding solar energy capabilities, planting deciduous trees to provide summer shade, etc. e. Develop and implement programs designed to decrease transportation emissions, such as hybrid vehicle rebates, alternate fuel discounts, carpooling incentives, van pools, etc. f. Develop and implement education programs about green purchasing and waste reduction measures, e.g., use of sustainable materials, composting and such. g. Develop and implement programs to improve job-housing balances, such as through small business development, for areas that are housing rich but jobs poor. h. Develop and implement programs to incentive recycling and other waste reduction programs.	Not Applicable. Policy AQ 28.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
AQ 28.2: The County shall implement programs and requirements to achieve greenhouse gas emissions reductions through the following interagency coordination objectives (AI 146): a. Coordinate County regional GHG reduction efforts with those of other regional agencies and plans, i.e.: • SCAG Regional Blueprint Plan • SCAG Regional Transportation Plan (which will address SB375) □ SCAQMD Air Quality Management Plans • SB 375 Coordination and "Sustainable Communities Strategies" b. Coordinate with constituent cities and sub-regional planning agencies, particularly WRCOG and CVAG, on GHG reduction efforts that jointly affect the County and these cities. c. Coordinate with utility and service providers serving the County to develop programs to improve energy efficiency, water efficiency and delivery or structural improvements to reduce demand or better coordinate infrastructure development, as appropriate. d. Coordinate with regional agencies responsible for developing utility corridors, particularly for electricity transmission, to ensure alternate energy sources available to Riverside County are used to their fullest extent.	Not Applicable. Policy AQ 28.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 28.3: Voluntary greenhouse gas reduction objectives for the community sector shall be achieved through development and implementation of specific implementation measures, as determined appropriate and feasible by the County.	Not Applicable. Policy AQ 28.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 29.1: The County shall implement programs and requirements to achieve the following Objectives related to reducing greenhouse gas emissions from County transportation, such as fleet composition, construction equipment, employee commuting and travel on County business (AI 146): a. Increase the average fuel efficiency of County-owned vehicles powered by gasoline and diesel. b. Increase use of alternative and lower carbon fuels in the County vehicle fleet. c. Reduce total vehicle miles traveled by County employees, both commuting to work sites and travel for the conduction of County activities.	Not Applicable. Policy AQ 29.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 29.2: The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through improving energy efficiency for County facilities and operations (AI 146) a. Improve the energy efficiency of all existing and new County buildings. b. Improve the energy efficiency of County infrastructure operation (roads, water, waste disposal and treatment, buildings, etc.) c. Decrease energy use through incorporating renewable energy facilities (such as, solar array	Not Applicable. Policy AQ 29.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
installations, individual wind energy generators, geothermal heat sources) on County facilities where feasible and appropriate.	
AQ 29.3: The County shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through achieving waste reduction and resource efficiency for County facilities and operations (AI 146): a. Establish purchasing and procurement policies that support the use of green products and services, minimize waste and promote sustainability. b. Reduce potable water use at both new and existing County facilities and operations. c. Reduce wastewater generation and urban runoff in both new and existing County facilities and operations. d. Increase the amount of materials recycled from County facilities while decreasing the amount of solid waste generated by County facilities that requires landfill disposal.	Not Applicable. Policy AQ 29.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
AQ 29.4: Greenhouse gas emissions reduction objectives for County operations and facilities shall be achieved through development and implementation of enforceable and binding internal County policies, programs or similar means.	Not Applicable. Policy AQ 29.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
GENERAL PLAN HEALTHY COMMUNITIES ELEMENT	
HC 1.1: Foster the overall health and well-being of Riverside County residents, particularly the most vulnerable populations. (AI 136)	Not Applicable. Policy HC 1.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 1.2: Promote an understanding of the connections between the built environment and the on-going health challenges in Riverside County. (AI 136)	Not Applicable. Policy HC 1.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 2.1: Encourage a built environment that promotes physical activity and access to healthy foods while reducing driving and pollution by: (AI 137) a. Promoting the use of survey tools such as Health Impact Assessments, Development Application Health Checklist, or other tools the County of Riverside deems effective to evaluate the impacts of development on public health. b. Directing new growth to existing, urbanized areas while reducing new growth in undeveloped areas of Riverside County.	Not Applicable. Policy HC 2.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 2.2: Promote increased physical activity, reduced driving and increased walking, cycling and public transit by: (AI 139, 140) a. Requiring where appropriate the development of compact, development patterns that are pedestrian and bicycle friendly. b. Increasing opportunities for active transportation (walking and biking) and transit use. c. Encouraging the development of neighborhood grocery stores that provide fresh produce.	Consistent. The Project incorporates meandering trails, sidewalks, and other pedestrian access throughout the proposed community and utilizes cluster development patterns to encourage and facilitate pedestrian access to existing Riverside Transit Agency (RTA) Bus Route 27 stop located at Van Buren Boulevard, approximately a half-mile southeast of the Project site. Additionally, transit service is reviewed and updated by

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	RTA periodically to address ridership, budget, and community demand needs. Thus, the Project would be consistent with Policy HC 2.2.
HC 3.1: Where appropriate, require high-density, mixed use development near existing and proposed high use transit centers. (AI 137)	Not Applicable. Policy HC 3.1 provides direction to County staff and decision makers and is not applicable to the proposed Project. Additionally, the Project site is not located near existing or proposed high use transit centers.
HC 3.2: Where appropriate, design communities with a balanced mix of uses that provide regional transportation facilities within walking distance.	Consistent. The land use intensities proposed as part of the Project would support existing transit service in the area. Thus, the Project would be consistent with Policy HC 3.2.
HC 3.3: Where appropriate, require pedestrian-oriented design that encourages the use of bicycles and walking as alternatives to driving and increases levels of physical activity. (AI 142)	Consistent. The Project incorporates meandering trails, sidewalks, and other pedestrian access throughout the proposed community. Thus, the Project would be consistent with Policy HC 3.3.
HC 3.4: Provide for a range of housing options to accommodate a range of income levels and household types.	Consistent, The Project accommodates a mix of lot sizes from 10,890 square feet to more than 1-acre in size, which provides a range of housing options. Thus, the Project would be consistent with Policy HC 3.4.
HC 4.1 Promote healthy land use patterns by doing each of the following to the extent feasible: (AI 137) a. Preserving rural open space areas, and scenic resources. b. Preventing inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards. c. Developing incentives, such as transfer of development rights, clustered development, development easements, and other mechanisms, to preserve the economic value of agricultural and open space lands.	Consistent. The Project accommodates 23.75 acres of natural rural open space areas on the Project site. The portions of the Project site proposed for development are not environmentally sensitive or subject to severe natural hazards. The remaining portion of this policy provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 4.2: Promote services that enable residents to meet their daily needs without driving. Such services may include: shopping shuttles to nearby retail districts, retail near residential, and mobile or virtual health clinics. (AI 137)	Not Applicable. Policy HC 4.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies HC 5.1 through HC 5.6: Non-Motorized Transportation Systems	Not Applicable. Policies HC 5.1 through HC 5.6 provide direction to County staff and decision makers and are not applicable to the proposed Project.
HC 6.1: Coordinate with transportation service providers and transportation planning entities to improve access to multi-modal transportation options throughout the County of Riverside, including public transit.	Not Applicable. Policy HC 6.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 6.2: Coordinate with transportation service providers and transportation planning entities to	Not Applicable. Policy HC 6.2 provides direction to County staff

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
address the location of civic uses such as schools and government buildings, commercial corridors, and medical facilities so that they are accessible by public transit.	and decision makers and is not applicable to the proposed Project.
HC 6.3: Coordinate with transportation service providers and transportation planning entities to ensure that public transportation facilities are located a convenient distance from residential areas.	Not Applicable. Policy HC 6.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 6.4: Ensure that regional trail plans are implemented at the Area Plan and Specific Plan level.	Not Applicable. The Project site is not planned for development with regional trails, according to Figure 8 of the LMWAP.
HC 6.5: Promote job growth within Riverside County to reduce the substantial out-of-county job commutes that exist today.	Not Applicable. Policy HC 6.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 7.1: Encourage the provision of public art and preserve and increase access to cultural resources.	Not Applicable. Policy HC 7.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 7.2: Encourage partnerships among entities and institutions including tribal governments which promote art and cultural programs, foster community identity, and enhance neighborhood pride.	Not Applicable. Policy HC 7.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies HC 8.1 and HC 8.2: Social Capital	Not Applicable. Policies HC 8.1 and HC 8.2 provide direction to County staff and decision makers and are not applicable to the proposed Project.
HC 9.1: Coordinate the development of complete neighborhoods that provide for the basic needs of daily life and for the health, safety, and welfare of residents. (AI 137,138, 142,143)	Consistent. The Project consists of a master planned residential community pursuant to Tentative Tract Map No. 38510, which establishes the standards for the development of the Project site with residential land uses. Thus, the Project would be consistent with Policy HC 9.1.
HC 9.2: Require appropriate infrastructure, public facilities, and services.	Consistent. As documented in EIR Subsections 4.16, *Public Services*, and 4.20, *Utilities and Service Systems*, adequate infrastructure, public facilities, and services exist or would exist to serve the proposed Project. Thus, the Project would be consistent with Policy HC 9.2.
HC 9.3: Require safe and appealing recreational opportunities.	Consistent. The Project would accommodate passive recreational uses, including a 16-foot-wide pedestrian trail and trailhead parking area. Thus, the Project would be consistent with Policy HC 9.3.
HC 9.4: Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.	Not Applicable. Policy HC 9.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 9.5: Where appropriate, require neighborhood retail, service and public facilities within	Not Applicable. The Project does not include any commercial

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
walking distance of residential areas. (AI 142)	retail or public facilities land uses. Thus, Policy HC 9.5 is not applicable to the Project.
HC 10.1: Provide residents of all ages and income levels with convenient and safe opportunities for recreation and physical activities.	Consistent. The Project accommodates a 16-foot-wide pedestrian trail in close proximity to homes for convenient use for residents. Access to such open space areas and recreational uses has been maximized within the development. Thus, the Project would be consistent with Policy HC 10.1.
HC 10.2: Increase access to open space resources by: a. Supporting a diversity of passive and active open spaces throughout the County of Riverside. b. Facilitating the location of additional transportation routes to existing recreational facilities. c. Locating parks in close proximity to homes and offices. d. Requiring that development of parks, trails, and open space facilities occur concurrently with other area development.	Consistent. The Project accommodates 23.75 acres of natural open space. Additionally, the Project accommodates passive recreational uses, including a 16-foot-wide pedestrian trail o. The proposed recreational facilities would be located in close proximity to proposed homes on site. Thus, the Project would be consistent with Policy HC 10.2.
HC 10.3: Encourage the expansion of facilities and amenities in existing parks.	Not Applicable. Policy HC 10.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 10.4: Encourage the construction of new parks and open spaces.	Consistent. The Project accommodates a total of 23.75 acres of natural open space and a 6 a 16-foot-wide pedestrian trail. Thus, the Project would be consistent with Policy HC 10.4.
HC 10.5: Incorporate design features in the multi-use open space network that reflect the sense of place and unique characteristics of the community.	Not Applicable. Policy HC 10.5 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 10.6: Address both actual and perceived safety concerns that create barriers to physical activity by requiring adequate lighting, street visibility, and defensible space.	Consistent. The County would review future implementing developments (e.g., tentative tract maps, plot plans, etc.) for compliance with this policy. Thus, the Project would be consistent with Policy HC 10.6.
HC 10.7: When planning communities, encourage the location of parks near other community facilities such as schools, senior centers, recreation centers, etc.	Not Applicable. Policy HC 10.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 10.8: Encourage joint-use agreements with school districts that allow school properties to be used during non-school hours.	Not Applicable. Policy HC 10.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 10.9: When feasible, coordinate with public entities to allow easements to be used as parks and trails.	Not Applicable. Policy HC 10.9 provides direction to County staff and decision makers and is not applicable to the proposed Project.
Policies HC 11.1 and HC 11.2: Access to Healthy Foods and Nutrition	Not Applicable. Policies HC 11.1 and HC 11.2 provide direction

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	to County staff and decision makers and are not applicable to the proposed Project.
Policies HC 12.1 and HC 12.2: Healthcare and Mental Healthcare	Not Applicable. Policies HC 12.1 and HC 12.2 provide direction to County staff and decision makers and are not applicable to the proposed Project.
HC 13.1: Encourage development of recreational centers to serve all phases of life (e.g. children, families, and senior citizens).	Not Applicable. Policy HC 13.1 provides direction to County staff and decision makers and is not applicable to the proposed Project, and no recreation centers are proposed as part of the Project.
HC 13.2: Encourage the location of recreational centers in areas not subject to environmental hazards and in areas where they are easily accessible by public transportation.	Not Applicable. No recreation centers are proposed as part of the Project.
HC 14.1: When feasible, avoid siting homes and other sensitive receptors near known or anticipated sources of air pollution.	Not Applicable. No homes or other land uses that involve sensitive receptors are proposed as part of the Project.
HC 14.2: When feasible, avoid locating new sources of air pollution near homes and other sensitive receptors.	Consistent. As documented in EIR Subsection 4.3, *Air Quality*, the Project would not expose existing or planned nearby sensitive receptors to substantial air pollution concentrations.
HC 14.3: When feasible incorporate design features into projects, including flood control and water quality basins, to minimize the harborage of vectors such as mosquitoes.	Consistent. Future detention/water quality basins would be required throughout the Project site, and would be required to be designed to drain within 72 hours in conformance with County standards and requirements, thereby precluding vector-related hazards. Thus, the Project would be consistent with Policy HC 14.3.
HC 15.1: In coordination with community based organizations and community members, develop an outreach and engagement plan using multiple means for increasing public awareness and participation in the local planning process in furtherance of environmental justice planning.	Not Applicable. Policy HC 15.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 15.2: Encourage collaboration between the county, community, and community-based organizations, as well as local stakeholders, and environmental justice focus groups in promoting environmental justice.	Not Applicable. Policy HC 15.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 15.3: Work with local community-based organizations and environmental justice focus groups to promote civic engagement activities in furtherance of environmental justice as set forth in the General Plan and related programs established within environmental justice communities.	Not Applicable. Policy HC 15.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 15.4: Coordinate, with environmental groups, Native American tribal groups, the business community, special interests, county and non-county agencies and the general public in the development of programs that effectively reduce greenhouse gas emissions and air pollution, and as applicable pursuant to the Community Air Protection Program (AB617).	Not Applicable. Policy HC 15.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 15.5: Develop a sustainability plan for siting hazardous waste and hazardous materials facilities, including solid waste and recycling facilities, through the County's local planning	Not Applicable. Policy HC 15.5 provides direction to County staff and decision makers and is not applicable to the proposed

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
processes utilizing public outreach and engagement pursuant to policies HC 15.1, HC 15.2 and HC 15.3. The plan shall increase waste reduction measures, address illegal dumping, and increase access and affordability to composting and recycling facilities.	Project. Additionally, the Project would not generate substantial amounts of hazardous waste or materials.
HC 15.6: Utilize multilingual staff personnel to assist in evacuation and short-term recovery activities and meeting general community needs.	Not Applicable. Policy HC 15.6 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 15.7: Establish a far-ranging, creative, forward-thinking public education and community-oriented outreach campaign, to inform the environmental justice communities about the following in conjunction with implementation of policy HC15.1: a. Potential hazards. b. The costs of not mitigating hazards and the health and environmental implications associated therewith c. Facts about each hazard. d. Methods to ameliorate health and environmental constraints. e. Opportunities and constraints the County of Riverside has to address regarding environmental justice criteria.	Not Applicable. Policy HC 15.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 16.1: In cooperation with affected federal state, local agencies, county departments, and impacted community residents, monitor changes to the Salton Sea and other bodies of water that impact air quality and water quality and seek and pursue opportunities to address impacts to the maximum extent possible, and make public the data and other information related to the status of the effort.	Not Applicable. Policy HC 16.1 provides direction to County staff and decision makers and is not applicable to the proposed Project. Additionally, the Project site is not located within the watershed of the Salton Sea or other bodies of water that impact air quality and water quality.
HC 16.2: Pursue funding and other opportunities from state, federal, and local government and nongovernment sources and allocate county general funds to improve public health and limit pollution exposure and promote efforts to ameliorate environmental justice constraints in environmental justice communities.	Not Applicable. Policy HC 16.2 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 16.3: Assist communities in seeking funding for community initiated clean air projects including the installation of on-site air monitoring equipment in areas of high exposure to air contaminants.	Not Applicable. Policy HC 16.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 16.4: Pursue funding to connect low income residents and communities to municipal water and wastewater services. In the interim, seek financial assistance for septic system repair in order to limit groundwater contamination by poorly maintained septic systems or to provide for connections to wastewater systems as a viable alternative if such systems can be made readily available.	Not Applicable. Policy HC 16.4 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 16.5: Evaluate the compatibility of unhealthy and polluting land uses being located near sensitive receptors including possible impacts on ingress, egress, and access routes. Similarly, encourage sensitive receptors, such as housing, schools, hospitals, clinics, and childcare facilities to be located away from uses that pose potential hazards to human health and safety.	Not Applicable. Policy HC 16.5 provides direction to County staff and decision makers and is not applicable to the proposed Project. Additionally, the Project does not include any "unhealthy" or "polluting" land uses.
HC 16.6: When developing and siting large scale logistics, warehouse and distribution projects, address the Good Neighbor Policy for Logistics and Warehouse/Distribution uses criteria adopted	Not Applicable. Industrial land uses are not proposed as part of the Project. Thus, Policy HC 16.6 is not applicable to the Project.

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
by the Board of Supervisors on November 19, 2019 and as may be subsequently amended.	
HC 16.7: Evaluate public and private facilities for health hazards or major sources of contamination and identify and implement alternatives for removal of contamination.	Consistent. As documented in EIR Subsection 4.9, *Hazards and Hazardous Materials*, the Project site does not contain any health hazards or major sources of contamination.
HC 16.8: Evaluate creating a cap or threshold on the number of pollution sources within EJ communities and make recommendations thereon.	Not Applicable. Policy HC 16.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 16.9: Explore the feasibility of creating a partnership with the South Coast Air Quality Management District (SCAQMD)to establish a mitigation program to reduce the impact of air pollution as well as assist with the implementation of air quality programs.	Not Applicable. Policy HC 16.9 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 16.10: Plan for compact development projects in appropriate locations, including in existing communities and the clustering of affordable and mixed income housing therein, that make the most efficient use of land and concentrate complementary uses in close proximity to transit or non-transit mobility options and advocate for expanded transit and non-transit mobility options to serve such areas.	Not Applicable. The Project is located in a semi-rural area and is not appropriate for compact development. Thus, Policy HC 16.10 is not applicable to the Project.
HC 16.11: Implement development of bicycle and pedestrian facilities to reduce dependency on fossil fuel based transportation and pursue funding to implement mobility plans and projects.	Consistent. The Project incorporates meandering trails, sidewalks, and other pedestrian access throughout the proposed community. Thus, the Project would be consistent with Policy HC 16.11.
HC 16.12: Plan and implement complete streets which include sidewalks, greenbelts, and trails to facilitate use by pedestrians and bicyclists where such facilities are well separated from parallel or cross through traffic to ensure pedestrian and cyclist safety and rehabilitate/expand existing to achieve same or similar design features.	Consistent. The Project incorporates meandering trails, sidewalks, and other pedestrian access throughout the proposed community. Thus, the Project would be consistent with Policy HC 16.12.
HC 16.13: Provide buffer spaces and vegetative barriers between high-volume roadways/ transportation and train track corridors and sensitive land uses.	Consistent. Residential uses would be buffered from existing residential uses with appropriate slopes and natural open space. The Project is not located adjacent to high-volume roadways/ transportation and train track corridors. Thus, the Project would be consistent with Policy HC 16.13.
HC 16.14: Assure that sensitive receptors are separated and protected from polluting point sources, as feasible, including agricultural businesses that produce or use pesticides and chemical fertilizers.	Consistent. The Project does not include any land uses associated with polluting point sources, and no such uses exist within the Project vicinity. Thus, the Project would be consistent with Policy HC 16.14.
HC 16.15: Assure that site plan design protects people and land, particularly sensitive land uses such as housing and schools, from air pollution and other externalities associated with industrial and warehouse development through the use of barriers, distance, or similar solutions or measures from emission sources when possible.	Not Applicable. The Project does not include any industrial or warehouse uses, and no such uses occur in the Project vicinity. Thus, Policy HC 16.15 is not applicable to the Project.
HC 16.16: Apply pollution control measures such as landscaping, vegetation, and green zones (in	Consistent. The Project would include landscaping throughout

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
cooperation with the SCAQMD) and other materials, which trap particulate matter or control air pollution.	the proposed development areas, including street trees. Thus, the Project would be consistent with Policy HC 16.16.
HC 16.17: Landscape by planting of trees on a community basis that removes pollutants from the air, provides shade and decreases the negative impacts of extreme heat on the community.	Consistent. The Project would include landscaping throughout the proposed development areas, including street trees. Thus, the Project would be consistent with Policy HC 16.17.
HC 16.18: Promote new development that emphasizes job creation and reduction in vehicle miles traveled in job-poor areas and does not otherwise contribute to onsite emissions in order to improve air quality.	Not Applicable. The Project is located in a rural area and does not propose commercial or industrial land uses. Thus, Policy HC 16.18 is not applicable to the Project.
HC 16.19: Promote reduction of vehicle miles traveled (VMT) by encouraging expanded multi-modal facilities, linkages between such facilities, and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes.	Not Applicable. Policy HC 16.19 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 16.20: Facilitate an increase in transit options. In particular, coordinate with adjacent municipalities, transit providers and regional transportation planning agencies in the development of mutual policies and funding mechanisms to increase the use of alternative transportation modes. All new development should contribute and invest in increasing access to public transit and multimodal active transportation infrastructure.	Not Applicable. Policy HC 16.20 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 16.21: Require the creation of programs that increase carpooling and public transit use, decrease trips and commute times, and increase use of alternative-fuel vehicles and facilities supporting the use of such vehicles including charging stations.	Not Applicable. Policy HC 16.21 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 16.22: Discourage industrial uses which use large quantities of water in manufacturing or cooling processes that result in subsequent effluent discharges and encourage agricultural businesses to limit and reduce the production and use of pesticides and chemical fertilizers to the maximum extent possible thereby minimizing contaminated infiltration and runoff, including runoff to the Salton Sea and other standing bodies of water.	Not Applicable. The Project does not include any industrial uses, and no industrial uses occur in the Project's vicinity. Thus, Policy HC 16.22 is not applicable to the Project.
HC 16.23: Discourage industrial and agricultural uses which produce significant quantities of toxic emissions into the air, soil, and groundwater to prevent the contamination of these physical environments.	Not Applicable. The Project does not include industrial or agricultural uses, and no such uses that produce significant quantities of toxic emissions occur in the Project vicinity. Thus, Policy HC 16.23 is not applicable to the Project.
HC 16.24: Ensure compatibility between industrial development and agricultural uses and adjacent land uses. To achieve compatibility, industrial development and agricultural uses will be required to include criteria addressing noise, land, traffic and greenhouse gas emissions to avoid or minimize creating adverse conditions for adjacent communities.	Not Applicable. The Project does not include industrial or agricultural uses. Thus, Policy HC 16.24 is not applicable to the Project.
HC 16.25: Require the conversion of mining operations into uses that are compatible with surrounding areas in accordance with the Surface Mining and Reclamation Act.	Not Applicable. The Project does not include any proposed mines, and there are no existing or proposed mines within the Project vicinity. Thus, Policy HC 16.25 is not applicable to the Project.
HC 16.26: Enforce the land use policies and siting criteria related to hazardous materials and	Not Applicable. Policy HC 16.26 provides direction to County

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
wastes through continued implementation of the programs identified in the County of Riverside Hazardous Waste Management Plan including the following: a. Ensure county businesses comply with federal, state and local laws pertaining to the management of hazardous wastes and materials including all Certified Unified Program Agency (CUPA) programs. b. Require and promote the programs, practices, and recommendations contained in the Riverside County Hazardous Waste Management Plan, giving the highest waste management priority to the reduction of hazardous waste at its source.	staff and decision makers and is not applicable to the proposed Project.
Policies HC 17.1 through HC 17.7: Food Access Policies	Not Applicable. Policies HC 17.1 through HC 17.7 provide direction to County staff and decision makers, and are not applicable to the proposed Project.
Policies HC 18.1 through HC 18.13: Safe and Sanitary Home Policies	Not Applicable. Policies HC 18.1 through HC 18.13 provide direction to County staff and decision makers, and are not applicable to the proposed Project.
HC 19.1: Collaborate with the relevant agencies to promote opportunities to provide recreational facilities for residents, including the Salton Sea area, and other bodies of water, as applicable, that are accessible via public transit and active transportation, including pedestrian friendly local roads with sidewalks and bikeways. Other projects and amenities should be developed as identified by community members.	Not Applicable. Policy HC 19.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 19.2: Develop of high-quality parks, green space, hiking trails, recreational facilities and natural environments in areas where such facilities are lacking.	Consistent. The Project accommodates 23.75 acres of natural open space. Additionally, the Project accommodates passive recreational uses, including a 16-foot-wide pedestrian trail. The proposed recreational facilities would be located in close proximity to proposed homes on site. Thus, the Project would be consistent with Policy HC 19.2.
HC 19.3: Promote pedestrian and bicycle access to parks and open space through infrastructure investments, education and improvements.	Not Applicable. Policy HC 19.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 19.4: Promote the preparation of a pedestrian network plan that allows for safe travel between all areas and destinations of the community to include as feasible shade structures, street furniture, signage, and exercise areas such as par courses.	Consistent. The Project accommodates 23.75 acres of natural open space. Additionally, the Project accommodates passive recreational uses, including a 16-foot-wide pedestrian trail. The proposed recreational facilities would be located in close proximity to proposed homes on site. Thus, the Project would be consistent with Policy HC 19.4.
HC 19.5: Paseos, pedestrian and bicycle paths should be provided between residential structures and nonresidential structures.	Not Applicable. The Project is located in a rural residential area. Thus, Policy HC 19.5 is not applicable to the Project.
HC 19.6: Plan for a system of local trails that enhances recreational opportunities and connects with regional trails.	Not Applicable. Policy HC 19.6 provides direction to County staff and decision makers and is not applicable to the proposed

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
	Project.
HC 19.7: Incorporate open space, community greenbelt separators, and recreational amenities into development areas in order to enhance recreational opportunities and community aesthetics to improve the quality of life.	Consistent. The Project accommodates 23.75 acres of natural open space. Additionally, the Project accommodates passive recreational uses, including a 16-foot-wide pedestrian trail. The proposed recreational facilities would be located in close proximity to proposed homes on site. Thus, the Project would be consistent with Policy HC 19.7.
HC 19.8: Paseos and pedestrian/bicycle connections should be provided between the highest density residential uses and those nonresidential uses so that the local population can safely connect with ease. Alternative transportation mode connections should also be provided to the public facilities in the vicinity, including schools, libraries, and community facilities.	Consistent. The Project accommodates 23.75 acres of natural open space. Additionally, the Project accommodates passive recreational uses, including a 16-foot-wide pedestrian trail. The proposed recreational facilities would be located in close proximity to proposed homes on site. Thus, the Project would be consistent with Policy HC 19.8.
HC 19-9: Pursue joint use agreements with school districts for park and recreational facility use, especially when access to comparable public facilitates is not available.	Not Applicable. Policy HC 19.9 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 20.1: New development should provide for public services including but not limited to solar street lighting, shading structures at bus stops, other supporting infrastructure, and extension of trash and recyclables pickup routes.	Consistent. Riverside County would review future implementing developments (e.g., building permits) for compliance with this policy. Thus, the Project would be consistent with Policy HC 20.1
HC 20.2: New development should promote convenient internal pedestrian circulation among land uses (existing and proposed) within each neighborhood and connecting with existing adjacent developed areas, and as applicable consistent with the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy, and amendments thereto.	Consistent. The Project accommodates 23.75 acres of natural open space. Additionally, the Project accommodates passive recreational uses, including a 16-foot-wide pedestrian trail. The proposed recreational facilities would be located in close proximity to proposed homes on site. Thus, the Project would be consistent with Policy HC 20.2
HC 20.3: Enhance the quality of existing residential neighborhoods by including adequate maintenance of public facilities in the County's capital improvement program and requiring residents and landlords to maintain their properties in good condition and seek opportunities, particularly funding, to enhance quality of life conditions in existing mobile home parks particularly those which are affected by deteriorating infrastructure and hardscape.	Not Applicable. Policy HC 19.9 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 20.4: New development and conservation land uses should not infringe upon existing essential public facilities and public utility corridors, which include county regional landfills, fee owned rights-of-way and permanent easements, whose true land use is that of public facilities.	Consistent. The Project would not conflict with or infringe upon existing essential public facilities and public utility corridors, which include county regional landfills, fee owned rights-of-way and permanent easements. Thus, the Project would be consistent with Policy HC 20.4.
HC 20.5: In working with transit service providers and developers of residential projects, promote better and safer connections between residential areas and services to include local and regional	Not Applicable. Policy HC 20.5 provides direction to County staff and decision makers and is not applicable to the proposed

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
transportation hubs as well as ancillary components such as sidewalks and shade structures as being associated with these connections for better access to parks, schools, and employment areas.	Project.
HC 20.6: With the availability of funding and pursuant to health and safety considerations, ensure that surface drainage is properly captured and disposed and does not mix or otherwise interface with septic systems.	Consistent. As documented in EIR Subsection 4.10, *Hydrology and Water Quality*, the Project's impacts to water quality would be less than significant. Additionally, no septic systems exist or are proposed on the Project site. Thus, the Project would be consistent with Policy HC 20.6.
HC 20.7: Ensure that health and safety facilities such as fire stations and sheriff substations are adequately sited, improved and staffed to serve affected communities. Identify which communities need services to be built in close proximity to reduce the amount of time it takes to respond to an emergency.	Not Applicable. Policy HC 20.7 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 20.8: Review the location and extent of community recreational facilities to ensure maximum use by children and adults and use that information to develop new recreational facilities and opportunities for the community, including indoor and outdoor facilities.	Not Applicable. Policy HC 20.8 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 20.9: Ensure that safe and potable drinking and cooking water is available in the EJ communities.	Not Applicable. Policy HC 20.9 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 21.1: Review and analyze the location of medical, dental and vision clinics and staffing to ensure that community health can be maintained for routine and complex health issues and ensure that facilities have cooperative agreements in place with similar facilities in the area. Locate interim facilities and mobile clinics until permanent facilities can be built.	Not Applicable. Policy HC 21.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 22.1: Increase coordination and collaboration with the implementation of existing climate action plans such as the county's 2020 Climate Action Plan update, resilience action plans, mobility plans and AB 617 plans, as may be amended.	Not Applicable. Policy HC 22.1 provides direction to County staff and decision makers and is not applicable to the proposed Project.
HC 22.2: Develop a stormwater capture system in areas that do not have the appropriate curb and gutter infrastructure.	Not Applicable. Policy HC 22.2 provides direction to County staff and decision makers and is not applicable to the proposed Project. Additionally, the Project incorporates a drainage system that would adequately convey stormwater flows.
HC 22.3: Work with community residents to identify a pathway for community solar projects and other renewable energy projects that do not harm the natural habitat, resources, and environment of the community.	Not Applicable. Policy HC 22.3 provides direction to County staff and decision makers and is not applicable to the proposed Project
HC 22.4: Utilizing public outreach and engagement pursuant to policies HC 15.1, HC 15.2 and HC 15.3, update community and area plans, and create new plans to be determined, located in the environmental justice communities adapting the polices contained herein to address local needs including in conjunction with the development of the county's Unincorporated Communities Initiative.	Not Applicable. Policy HC 22.4 provides direction to County staff and decision makers and is not applicable to the proposed Project
HC 22.5: New specific plans or existing specific plans that includes a substantial revision that are	Not Applicable. According mapping information available from

Table 1 Project Consistency with Riverside County General Plan Policies

PROJECT CONSISTENCY WITH RIVERSIDE COUNTY GENERAL PLAN POLICIES	
within "disadvantaged communities," as identified by CalEPA should address Environmental Justice goals and include appropriate policies similarly to this section.	CalEPA, the Project area is not identified as a "disadvantaged community." Thus, the Project would be consistent with Policy HC 22.5.

2.0 ANALYSIS OF PROJECT CONSISTENCY WITH THE LAKE MATHEWS / WOODCREST PLAN

Table 1, *Project Consistency with Lake Mathews/Woodcrest Area* Plan Policies, provides an analysis of the Project's consistency with the Lake Mathews/Woodcrest Area Plan (LMWAP) of the Riverside County General Plan.

Table 1 Project Consistency with Lake Mathews/Woodcrest Area Plan Policies

PROJECT CONSISTENCY WITH LAKE MATHEWS / WOODCREST AREA PLAN LAND USE POLICIES	
LMWAP POLICY	**PROJECT CONSISTENCY**
LMWAP 1.1 through LMWAP 1.10: El Sobrante Policy Area	Not Applicable. Policies LMWAP 1.1 through LMWAP 1.10 apply to the El Sobrante Policy Area and the Project site is not located within the El Sobrante Policy Area. Thus, Policies LMWAP 1.1 through LMWAP 1.10 are not applicable to the proposed Project.
LMWAP 2.1: Gavilan Hills Policy Area	Not Applicable. Policy LMWAP 2.1 applies to the Gavilan Hills Policy Area and the Project site is not located within the Gavilan Hills Policy Area. Thus, Policy LMWAP 2.1 are not applicable to the proposed Project.
LMWAP 3.1 and LMWAP 3.2: Cajalco Wood Policy Area	Not Applicable. Policies LMWAP 3.1 and LMWAP 3.2 apply to the Cajalco Wood Policy Area and the Project site is not located within the Cajalco Wood Policy Area. Thus, Policies LMWAP 3.1 and LMWAP 3.2 are not applicable to the proposed Project.
LMWAP 4.1: March Joint Air Reserve Base Influence Area - To provide for the orderly development of March Joint Air Reserve Base and the surrounding areas, comply with the 1984 Riverside County Airport Land Use Plan as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety, and Noise Elements of the Riverside County General Plan.	Consistent. The project is located within Zone D/Area III of the March Air Reserve Base and is required to comply with associated conditions of the Riverside Airport Land Use Commission (ALUC). An ALUC application was reviewed and approved on XXX, and is included as EIR Technical Appendix M. ALUC concluded that the Project is consistent with the 2014 March Air reserve Base/Inland Port Authority Land Use Compatibility Plan, subject to conditions of approval. adequate infrastructure capacity exists or is planned to accommodate the Project's generation of traffic. Thus, the Project would be consistent with Policy LMWAP 4.1.
LMWAP 5.1: Agriculture - Adhere to the Riverside County Right-To-Farm Ordinance and any subsequent ordinance assuring the ability of farmers to continue with long-established agricultural activities throughout the Lake Mathews/Woodcrest area.	Consistent. The Project would be subject to Riverside County Ordinance No. 625, the "Right-to-Farm" Ordinance, which protects agricultural operations from nuisance complaints and encourages the development, improvement, and long-term viability of agricultural land where the landowner desires to continue agricultural operations in spite of urbanization that may occur in the surrounding areas. Mandatory compliance with Ordinance No. 625 would ensure the Project's consistency with Policy LMWAP 5.1.

PROJECT CONSISTENCY WITH LAKE MATHEWS / WOODCREST AREA PLAN LAND USE POLICIES	
LMWAP POLICY	**PROJECT CONSISTENCY**
LMWAP 5.2: Agriculture - Encourage agricultural interests that enhance the environment and fulfill the economic and recreational needs of the people in the Lake Mathews/Woodcrest area.	Consistent. The Project would be in conformance with permitted uses listed under Article VI, Section 6.1 of Riverside County Ordinance No. 348. As demonstrated herein, the Project would also be fully consistent with the Riverside County General Plan, including the policies within the Agricultural Resources section of the General Plan Multipurpose Open Space Element and the Agriculture section of the General Plan Land Use Element. Thus, the Project would be consistent with Policy LMWAP 5.2.
LMWAP 6.1: Water Quality - Prior to any development approvals of less than 2 acres in size within areas designated for 1 acre or less development within the area addressed in the Drainage Water Quality Management Plan for the Lake Mathews Watershed, a master water and wastewater facility plan shall be developed and approved by the service providing agency.	Consistent. Riverside County would review future implementing plot plans for compliance with this requirement. Thus, the Project would be consistent with Policy LMWAP 6.1.
LMWAP 6.2: Water Quality - A master drainage plan must be developed and approved prior to: 1) One acre or smaller development approvals within the following drainage areas: Cajalco Creek, Mockingbird Canyon, Lake Mathews, Dawson Canyon, Gavilan Hills; and 2) Development approvals less than 2 acres within Cajalco Creek and Lake Mathews. The approved Drainage Water Quality Management Plan for the Lake Mathews Watershed shall be implemented to assist in the management of the water quality of Cajalco Creek and Lake Mathews and to mitigate water quality impacts resulting from development permitted under the Lake Mathews/Woodcrest Area Plan.	Consistent. Riverside County would review future implementing plot plans for compliance with this requirement. Thus, the Project would be consistent with Policy LMWAP 6.2.
LMWAP 6.3: Water Quality - As Regional and Community Trails are acquired by the County of Riverside within the Lake Mathews Drainage Basin, appropriate specific mitigation measures shall be prepared and implemented prior to the construction or implementation of any of these trails so that the water quality of Lake Mathews will be fully preserved and protected.	Not Applicable. Policy LMWAP 6.3 provides direction to County staff and decision makers and is not applicable to the proposed Project.
LMWAP 6.4: Water Quality - Proposed projects within the Lake Mathews drainage basin which may significantly increase run-off over natural levels shall be engineered to reduce potential pollutant loads that may affect water quality.	Not Applicable. The Project site is not tributary to Lake Mathews. Thus, Policy LMWAP 6.4 is not applicable to the proposed Project.
LMWAP 7.1: Mount Palomar Nighttime Lighting Requirements - Adhere to the lighting requirements of County of Riverside ordinances for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.	Not Applicable. The Project is not located within a Palomar Observatory Zone, and is not subject to Riverside County Ordinance No. 655. Thus, Policy LMWAP 7.1 is not applicable to the proposed Project.
LMWAP 8.1: Vehicular Circulation System - Design and develop the vehicular roadway system per Figure 7, Circulation, and in accordance with the Functional Classifications section and standards specified in the	Not Applicable. The Project does not include Major roadways as depicted on LMWAP Figure 7. Thus, Policy LMWAP 8.1 is not applicable to the proposed Project.

PROJECT CONSISTENCY WITH LAKE MATHEWS / WOODCREST AREA PLAN LAND USE POLICIES	
LMWAP POLICY	**PROJECT CONSISTENCY**
Circulation Element.	
LMWAP 8.2: Vehicular Circulation System - Maintain Riverside County's roadway Level of Service standards as described in the General Plan Circulation Element.	Consistent. The Project would be conditioned to require transportation improvements, payment of fair-share contributions, and payment of fees to the County's DIF and TUMF programs, which would ensure all study area facilities achieve an acceptable LOS. Thus, the Project would be consistent with Policy LMWAP 8.2.
LMWAP 9.1: Trails and Bikeway System - Develop a system of local trails that enhances recreational opportunities in the Lake Mathews/Woodcrest area and connects with the Riverside County regional trails system.	Consistent. The Project proposes an interconnected system of paved sidewalks and a 16-foot-wide recreational trail, adjacent to the existing natural drainage/open space area. The trail system is located along open space areas. The Project site is not located adjacent to the County regional trail system. Thus, the Project would be consistent with LMWAP 9.1.
LMWAP 9.2: Trails and Bikeway System - Implement the Trails and Bikeway System, Figure 8, as discussed in the General Plan Circulation Element.	Not Applicable. Pursuant to Figure 8 of the LMWAP, the Project site is not designated for the development of any trails or bikeways. Thus, Policy LMWAP 9.2 is not applicable to the proposed Project.
LMWAP 10.1: Scenic Highways - Protect scenic highways from change that would diminish the aesthetic value of adjacent properties in accordance with policies in the Scenic Corridors sections of the Land Use, Multipurpose Open Space, and Circulation Elements.	Consistent. As indicated in EIR Subsection 4.1, Aesthetics, the Project would result in less-than-significant impacts to scenic highways and scenic resources. As demonstrated herein, the Project would be fully consistent with the Scenic Highways section of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements. Thus, the Project would be consistent with Policy LMWAP 10.1.
LMWAP 10.2: Scenic Highways - Preserve and protect outstanding scenic vistas and visual features such as Gavilan Peak and Steele Peak.	Consistent. As described within EIR Section 4.1, Aesthetics, Project consists of low-density residential uses, which are not anticipated to impact views of scenic vistas and visual features. Project implementation would not substantially affect the scenic integrity of surrounding views. Thus, the Project would be consistent with LMWAP 10.2.
LMWAP 10.3: Scenic Highways - Apply County-Eligible Scenic Highway standards to Van Buren Boulevard and Washington Street.	Not Applicable. The Project site is not located along Van Buren Boulevard or Washington Street and will not be responsible for improvements to these corridors. Thus, Policy LMWAP 10.3 is not applicable to the proposed Project.
LMWAP 10.4: Scenic Highways - Avoid strip commercial uses along Eligible Scenic Highways.	Not Applicable. The Project site is not located along Eligible Scenic Highways. Thus, Policy LMWAP 10.4 is not applicable to the proposed Project.
LMWAP 11.1: Van Buren Boulevard - Improve traffic safety on Van Buren Boulevard by restricting future direct access and intersections or by requiring frontage roads. Road crossings shall generally be at 2-mile intervals.	Not Applicable. The Project site is not located along Van Buren Boulevard and would not be responsible for improvements to this corridor. Thus, Policy LMWAP 11.1 is not applicable to the proposed Project.
LMWAP 12.1: Community Environmental Transportation Acceptability Process (CETAP) Corridors - Accommodate the East-West CETAP Corridor in accordance with the Scenic Corridors, Local Agency and Property Owner Coordination sections of the General Plan Circulation Element.	Not Applicable. Due to distance between the Project site and CETAP Corridors, LMWAP 12.1 is not applicable to the Project. As described within EIR Section 4.1, *Aesthetics*, the Project implementation would not substantially affect the scenic integrity of views along and CETAP corridor.
LMWAP 13.1: Key Biological Issues - Conserve existing intact upland habitat blocks connecting the Sierra Hills area, Lake Mathews/Estelle	Consistent. As documented in EIR Section 4.4, *Biological Resources,* the Project has been designed to minimize to the extent possible impacts to upland habitat areas, and

PROJECT CONSISTENCY WITH LAKE MATHEWS / WOODCREST AREA PLAN LAND USE POLICIES	
LMWAP POLICY	**PROJECT CONSISTENCY**
Mountain Reserve, and habitat west of Temescal Wash, to form a contiguous Sierra Hills/Lake Mathews Core Reserve area.	mitigation has been imposed to preclude or compensate for habitat that would be lost as a result of the development. Thus, the Project would be consistent with LMWAP 13.1.
LMWAP 13.2: Key Biological Issues - Conserve existing intact upland habitat blocks in the Gavilan Hills area, to form a connected habitat block. Focus on connections between Harford Springs Reserve, Steele Peeke Reserve, and various Bureau of Land Management parcels in the area.	Consistent. As documented in EIR Section 4.4, *Biological Resources*, the Project has been designed to minimize to the extent possible impacts to upland habitat areas, and mitigation has been imposed to preclude or compensate for habitat that would be lost as a result of the development. Thus, the Project would be consistent with LMWAP 13.1.
LMWAP 13.3: Key Biological Issues - Conserve clay soils supporting sensitive plant species known to occur in the Lake Mathews/Woodcrest planning area, including Munz's onion, Palmer's grapplinghook, smallflowered morning glory, long-spined spineflower, threadleaved brodiaea, small-flowered mircroseris, and manystemmed dudleya.	Not Applicable. As indicated in EIR Section 4.4, *Biological Resources*, clay soils are not present on the Project Site, and thus Policy LMWAP 13.3 is not applicable to the proposed Project.
LMWAP 13.4: Key Biological Issues - Conserve existing populations of the California gnatcatcher known to exist in the Lake Mathews/Woodcrest area.	Consistent. As indicated in EIR Subsection 4.4, *Biological Resources*, the Project would be fully consistent with the MSHCP, which implements these requirements.
LMWAP 13.5: Key Biological Issues - Conserve existing wetlands and wetland functions and values in the Lake Mathews/Woodcrest area with a focus on conservation of existing riparian, woodland, coastal sage scrub, alluvial fan scrub and open water habitats.	Consistent. As indicated in EIR Section 4.4, *Biological Resources*, with the incorporation of mitigation measures, the Project would be consistent with all of the policies and provisions of the Western Riverside County MSHCP, which implements these requirements. Thus, the Project would be consistent with Policy LMWAP 13.5.
LMWAP 13.6: Key Biological Issues - Conserve existing populations of Bell's sage sparrow known to exist in the Lake Mathews/Woodcrest area.	Not Applicable. As documented in EIR Subsection 4.4, *Biological Resources,* the Project site does not contain any existing populations of Bell's sage sparrow, and thus Policy LMWAP 13.6 is not applicable to the proposed Project.
LMWAP 13.7: Key Biological Issues - Conserve sandy-granitic soils within chaparral and coastal sage scrub habitats capable of supporting Payson's jewelflower and peninsular spineflower.	Not Applicable. Sandy-granitic soils are not present on the Project Site, and thus Policy LMWAP 13.7 is not applicable to the proposed Project.
LMWAP 13.8: Key Biological Issues - Conserve clay soils in southern needlegrass grasslands, coastal sage scrub and chaparral capable of supporting longspined spineflower.	Not Applicable. Clay soils are not present on the Project Site, and thus Policy LMWAP 13.3 is not applicable to the proposed Project.
LMWAP 13.9: Protect sensitive biological resources in the Lake Mathews/Woodcrest Area Plan through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.	Consistent. As demonstrated herein and in EIR Subsection 4.4, the Project would be consistent with or otherwise would not conflict with the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element. Thus, the Project would be consistent with Policy LMWAP 13.9.
LMWAP 14.1: Protect life and property from the hazards of flood events through adherence to the policies identified in the Flood and Inundation Hazards section of the General Plan Safety Element.	Consistent. As demonstrated herein, the Project would be consistent with or otherwise would not conflict with the Flood and Inundation section of the General Plan Safety Element. Thus, the Project would be consistent with Policy LMWAP 14.1.
LMWAP 14.2: Adhere to the flood proofing, flood protection requirements, and flood management review requirements of Riverside	Not Applicable. As documented in EIR Subsection 4.10, *Hydrology and Water Quality*, the Project is located outside of mapped floodplains and is not subject to inundation

PROJECT CONSISTENCY WITH LAKE MATHEWS / WOODCREST AREA PLAN LAND USE POLICIES	
LMWAP POLICY	**PROJECT CONSISTENCY**
County Ordinance No. 458 regulating flood hazards.	during peak storm events. Accordingly, LMWAP 14.2 is not applicable to the Project.
LMWAP 14.3: Require that proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow to be submitted to the Riverside County Flood Control and Water Conservation District for review.	Not Applicable. As documented in EIR Subsection 4.10, *Hydrology and Water Quality*, the Project is located outside of mapped floodplains and is not subject to inundation during peak storm events. Accordingly, LMWAP 14.3 is not applicable to the Project.
LMWAP 15.1: All proposed development located within High or Very High Fire Hazard Severity Zoned shall protect life and property from wildfire hazards through adherence to policies identified in the Fire Hazards (building Code and Performance Standards), Wind-Related Hazards and General Long-Range Fire Safety Planning sections of the General Plan Safety Element.	Consistent. As demonstrated herein, the implementation of the Project-specific Fire Protection Plan (FPP), which was prepared for the Project, and is included as EIR *Technical Appendix L*, would be consistent with or otherwise would not conflict with the Fire Hazards section of the General Plan Safety Element. Thus, the Project would be consistent with Policy LMWAP 15.1.
LMWAP 16.1: Protect life and property from seismic-related incidents through adherence to the policies in the Seismic Hazards and Geologic Hazards section of the General Plan Safety Element.	Consistent. As demonstrated herein, the Project would be consistent with or otherwise would not conflict with the Seismic Hazards section of the General Plan Safety Element. Thus, the Project would be consistent with Policy LMWAP 16.1.
LMWAP 17.1: Identify ridgelines that provide a significant visual resource for Lake Mathews/Woodcrest through adherence to the policies within the Hillside Development and Slope section of the General Plan Land Use Element.	Not Applicable. As documented in EIR Subsection 4.7, *Geology and Soils*, the Project does not contain substantial slopes, canyons, or other significant elevation changes. Thus, Policy LU 17.1 is not applicable to the proposed Project.
LMWAP 17.2: Protect life and property through adherence to the policies within the Rural Mountainous and Open Space Land Use Designations of the General Plan Land Use Element, and Slope and Soil Instability section of the General Plan Safety Element.	Consistent. As demonstrated herein, the Project would be consistent with or otherwise would not conflict with the Slope and Soil Instability Hazards policies of the General Plan Safety Element, and the policies within the Rural Mountainous and Open Space Land Use Designations of the Land Use Element. Thus, the Project would be consistent with Policy LMWAP 17.2.

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY
Rania Odenbaugh, MBA., MPM.
TLMA Agency Director

08/20/25, 5:10 pm **TTM38510**

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for TTM38510. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

Advisory Notification

Advisory Notification. 1 AND - Preamble

This Advisory Notification Document is included as part of the justification for the recommendation of approval of this Plan; General Plan Amendment No. 220009 (GPA 220009), Change of Zone No. 2200031 (CZ2200031), and Tentative Tract Map No. 38510 (TTM38510); and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

Advisory Notification. 2 AND - Project Description & Operational Limits

- General Plan Amendment No. 220009 (GPA 220009) is proposed to modify the General Plan land use designations for the 140.8-acre Project site from Rural Community – Very Low Density Residential (RC-VLDR) (1 DU/ac) to Rural Community – Low Density Residential (RC-LDR) (2 DU/ac).

- Change of Zone No. 2200031 (CZ2200031) is a proposal to change the zoning classification for the Project site from Light Agriculture 10-Acre Minimum Lot Size (A-1-10) to One-Family Dwellings, 10,000 s.f. Minimum Lot Sizes (R-1-10,000).

- Tentative Tract Map No. 38510 (TTM38510) is a map Schedule "A," proposal to subdivide the 140.8-acre Project site into a total of 231 residential lots on 88.09 acres with an overall project density of 1.6 DU/ac, a sewer lift station on 0.25-acre, three water quality basins on 5.39 acres, four open space lots on 23.75 acres, a trail head and associated parking on 0.55-acre, internal roadway dedications on 22.29 acres, and a Chicago Avenue dedication on 0.48-acre.

Advisory Notification. 3 AND - Design Guidelines

Compliance with applicable Design Guidelines:
1. County Wide Design Guidelines and Standards

Advisory Notification. 4 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(S) Tentative Map, Exhibit A, dated 07/30/2025.
Exhibit L (Conceptual Landscape Plan), dated 07/24/2025.

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ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance

1. Compliance with applicable Federal Regulations, including, but not limited to:
   - National Pollutant Discharge Elimination System (NPDES)
     - Clean Water Act
     - Migratory Bird Treaty Act (MBTA)

2. Compliance with applicable State Regulations, including, but not limited to:
   - The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)
     - Government Code Section 66020 (90 Days to Protest)
     - Government Code Section 66499.37 (Hold Harmless)
     - State Subdivision Map Act
     - Native American Cultural Resources, and Human Remains (Inadvertent Find)
     - School District Impact Compliance
     - Civil Code Section 815.3 & Government Code Sections 65040.2 et al - SB 18 (Tribal Intergovernmental Consultation)
     - Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Native Americans: CEQA)

3. Compliance with applicable County Regulations, including, but not limited to:
   - Ord. No. 348 (Land Use Planning and Zoning Regulations)
   - Ord. No. 413 (Regulating Vehicle Parking)
   - Ord. No. 421 (Excavation Covering & Swimming Pool Safety)
   - Ord. No. 457 (Building Requirements)
   - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
   - Ord. No. 460 (Division of Land)
   - Ord. No. 461 (Road Improvement Standards)
   - Ord. No. 484 (Control of Blowing Sand)
   - Ord. No. 625 (Right to Farm)
   - Ord. No. 630 (Regulating Dogs and Cats)
   - Ord. No. 716 (Abandoned, Neglected or Cruelly Treated Animals)
   - Ord. No. 771 (Controlling Potentially Dangerous & Dangerous Animals)
   - Ord. No. 878 (Regarding Noisy Animals)
   - Ord. No. 655 (Regulating Light Pollution)
   - Ord. No. 671 (Consolidated Fees)
   - Ord. No. 679 (Directional Signs for Subdivisions)
   - Ord. No. 742 (Fugitive Dust/PM10 Emissions in Coachella Valley)
   - Ord. No. 787 (Fire Code)
   - Ord. No. 847 (Regulating Noise)
   - Ord. No. 857 (Business Licensing)
   - Ord. No. 859 (Water Efficient Landscape Requirements)
   - Ord. No. 915 (Regulating Outdoor Lighting)
   - Ord. No. 916 (Cottage Food Operations)
   - Ord. No. 925 (Prohibiting Marijuana Cultivating)
   - Ord. No. 927 (Regulating Short Term Rentals)

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ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance (cont.)

- Ord. No. 928 (Clarifying County Prohibition on Mobile Marijuana Dispensaries and Deliveries)

4. Mitigation Fee Ordinances
   - Ord. No. 659 Development Impact Fees (DIF)
   - Ord. No. 663 Stephens Kangaroo Rat Habitat Conservation Plan (SKR)
   - Ord. No. 810 Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP)
   - Ord. No. 824 Western Riverside County Transportation Uniform Mitigation Fee (WR TUMF)

Advisory Notification. 6 AND - Hold Harmless

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees (COUNTY) from the following:

(a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning General Plan Amendment No. 220009 (GPA 220009), Change of Zone No. 2200031 (CZ2200031), and Tentative Tract Map No. 38510 (TTM38510) or its associated environmental documentation; and,

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning General Plan Amendment No. 220009 (GPA 220009), Change of Zone No. 2200031 (CZ2200031), and Tentative Tract Map No. 38510 (TTM38510), including, but not limited to, decisions made in response to California Public Records Act requests; and

(a) and (b) above are hereinafter collectively referred to as "LITIGATION."

The COUNTY shall promptly notify the applicant/permittee of any LITIGATION and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such LITIGATION or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY.

The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such LITIGATION, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel.

Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the Project, applicant/permittee shall initially deposit with the COUNTY's Planning Department the total amount of Twenty Thousand Dollars ($20,000). Applicant/permittee shall deposit with COUNTY such additional amounts as COUNTY reasonably and in good faith determines, from time to time, are necessary to cover costs and expenses incurred by the COUNTY, including but not limited to, the Office of County Counsel, Riverside County Planning Department and the Riverside County Clerk of the Board associated with the LITIGATION. To the extent such costs are not recoverable under the California Public Records Act from the records requestor, applicant/permittee agrees that deposits under this section may also be used to cover staff time incurred by the COUNTY to compile, review, and redact records in response to a Public Records Act request made by a petitioner in any legal challenge to the Project when the petitioner is using the

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ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 6 AND - Hold Harmless (cont.)

Public Records Act request as a means of obtaining the administrative record for LITIGATION purposes. Within ten (10) days of written notice from COUNTY, applicant/permittee shall make such additional deposits.

Advisory Notification. 7 AND - Mitigation Measures

Mitigation Measures from the project's Initial Study- Environmental Impact Report have been incorporated as conditions of approval of this project where appropriate. Beyond these conditions of approval that have been incorporated, development of the project shall conform to the analysis, conclusions, and mitigation measures of the project Initial Study-Environmental Impact Report.

E Health

E Health. 1 DEH-ECP Comment

Based on the information provided in the environmental assessment documents submitted for this project and with the provision that the information was accurate and representative of site conditions, Riverside County Department of Environmental Health – Environmental Cleanup Program (RCDEH-ECP) concludes no further environmental assessment is required for this project.

If previously unidentified contamination or the presence of a naturally occurring hazardous material is discovered at the site, assessment, investigation, and/or cleanup may be required. Contact Riverside County Environmental Health - Environmental Cleanup Programs at (951) 955-8980, for further information.

E Health. 2 DEH-ERM Comments

The Department of Environmental Health (DEH) has reviewed the project scope and based on the documents received the following will be required prior to permit issuance. Domestic water will be provided by the municipal water district Western Municipal Water District (WMWD). Developer shall formally request service and meet all financial and non-financial requirements as set by the water district to provide service. Sewer collection will be provided by City of Riverside Public Works. The developer shall formally request and meet all financial and non-financial requirements as set by the sewer collection agency to provide service. Solid waste collection is mandatory from a county approved waste hauler. Developer shall meet all financial and non-financial requirements to satisfy the condition of solid waste collection and disposal for each lot and public spaces within the development. Wate basins shall be designed to mitigate for vector breeding. Proposal of watering troughs shall be maintained to not breed vectors. DEH shall require evaluation of significant change in the scope of this project.

Fire

Fire. 1 Adverse Impact Mitigation - DIF and CFD

The Riverside County Fire Department, Fire Planning Division reviews proposed development projects throughout the county and its partner cities. Our evaluation focuses on ensuring compliance with departmental standards, including response times, existing fire station locations, equipment availability, and the anticipated impact on service requests resulting from these proposed developments.

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ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 1 Adverse Impact Mitigation - DIF and CFD (cont.)

Our department provides cooperative integrated regional fire protection services throughout Riverside County and its partner cities. This project will contribute to a cumulative adverse impact on the fire department's ability to provide an acceptable level of service. These impacts include an increased number of emergency and public service calls due to the increased number of structures, traffic, and population. To mitigate these impacts, the project will be subject to Development Impact Fees and establish a fire services Community Facilities District fund in accordance with the County's fee schedule.

If we can be of further assistance, please feel free to contact the Riverside County Fire Department, Office of the Fire Marshal, Fire Planning Division at (951) 955-4777 or rvcplanningsubmittals@fire.ca.gov.

Fire. 2 General Fire Department Advisory Comments

With respect to the planning conditions for the referenced project, the fire department requires the following fire protection measures be provided in accordance with Riverside County Ordinances, the 2022 California Fire Code (CFC) as adopted and amended by the County of Riverside and/or recognized fire protection standards. These conditions are preliminary, and further review will be conducted upon receipt of additional entitlement and/or construction submittals. Additional requirements may be required based upon the adopted codes at the time of submittal.

1. Fire Protection Water Supplies/Fire Flow - Minimum fire flow for the construction of all buildings is required per CFC Appendix B. Prior to building permit issuance for new construction, the applicant shall provide documentation to the Fire Department to show there exists a water system capable of delivering the required fire flow. Specific design features may increase or decrease the required fire flow. Reference CFC 507.3.

2. Fire Protection Water Supplies/Hydrants - The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the CFC Appendix C. Fire hydrants shall be located no more than 600 feet from all portions of the exterior of the building along an approved route from a fire apparatus access road. Where new water mains are extended along streets where hydrants are not needed for protection of structures, standard fire hydrants shall be provided at spacing not to exceed 1000 feet along streets for transportation hazards. The size and number of outlets required for the approved fire hydrants are 4" x 2 ½". Final fire hydrant locations shall be determined during the fire water plan review. Reference CFC 507.5 and CFC Appendix C.

3. Tract Water Plans: If fire hydrants are required to be installed, applicant/developer shall furnish the water system fire hydrant plans to Fire Department for review and approval prior to building permit issuance. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow. Once plans are signed and approved by the local water authority, the originals shall be presented to the Fire Department for review and approval. Reference CFC 105.4.1.

4. Fire Department Access - Fire apparatus access roads shall be provided to within 300 feet of all exterior portions of buildings, unless otherwise approved by the Fire Department. Fire apparatus access roads shall have an unobstructed width of not less than 24 feet. Dead-end fire apparatus access roads in excess of 150 feet shall be provided with an approved turn around. The minimum required turning radius of a fire

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ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 2 General Fire Department Advisory Comments (cont.)

apparatus access road is 45 feet outside radius and 21 feet inside radius. (For developments within the SRA and within the LRA VHFHSZ, the minimum required turning radius of a fire apparatus access road is 74 feet outside radius and 50 feet inside radius. See California Code of Regulations Title 14 Section 1273.04.) The construction of the fire apparatus access roads shall be all weather and capable of sustaining 80,000 lbs. Unless otherwise approved, the grade of a fire apparatus access road shall not exceed 16 percent and the cross slope shall not exceed 2.5 percent. The angles of approach and departure for fire apparatus access roads shall be a maximum of 6 percent grade change for 25 feet of approach/departure. Reference CFC 503.1.1, 503.2.1 as amended by the County of Riverside and Riverside County Office of the Fire Marshal Guidelines.

5. Fire Department Access Turn Around - Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with a bulb turnaround at the terminus measuring a minimum of 45 feet outside radius and 21 feet inside radius. Parallel parking around the perimeter of the bulb is acceptable provided the bulb outside turning radius is increased by 8 feet. In-lieu of a bulb, a hammer-head type turnaround is acceptable where the top of the "T" dimension is 120 feet with the stem in the center. Additional turnaround designs may be acceptable as approved by the Fire Department. Reference CFC 503.1.1, 503.2.1 as amended by the County of Riverside and Riverside County Office of the Fire Marshal Guidelines.

6. Fire and Life Safety Requirements - Final fire and life safety conditions will be addressed when the Fire Department reviews any subsequent submittals. These conditions will be based on California Fire Code, California Building Code (CBC), and related codes/standards adopted at the time of construction plan submittal. Reference CFC 105.1.

7. Secondary Access – Unless otherwise approved by the Fire Department, dead end fire apparatus access roads shall not exceed (660 feet for Very High Fire Hazard Severity Zone and High Fire Hazard Severity Zone areas. 800 feet for Moderate Fire Hazard Severity Zone. 1,320 feet.) Secondary egress/access fire apparatus access roads shall provide independent egress/access from/to the area or as otherwise approved by the Fire Department. Secondary egress/access fire apparatus access roads shall be as remote as practical from the primary fire apparatus access road to reduce the possibility that both routes will be obstructed by a single emergency. Additional fire apparatus access roads based on the potential for impairment by vehicle congestion, condition of terrain, climatic conditions, anticipated magnitude of a potential incident, or other factors that could limit access may be required by the Fire Department. Reference CFC 503.1.2 and Riverside County Office of the Fire Marshal Guidelines.

8. Residential Fire Sprinklers: Residential fire sprinklers are required in all one and two-family dwellings per the California Residential Code (CRC). Plans must be submitted to the Office of the Fire Marshal for review and be approved prior to installation. Reference CRC 313.2.

9. Phased Construction Access and Water Supply: If construction is phased, an approved phasing plan shall be approved by the Fire Department. Each phase shall provide approved access and water supply for fire protection prior to any construction. Reference CFC 503.1, 507.1, 3310 and 3312.

10. Hazardous Vegetation and Fuel Management Plan – Projects in the Local Responsibility Area Very High Fire Hazard Severity Zone and State Responsibility Area Very High, High and Moderate Fire Hazard Severity Zones shall provide a Hazardous Vegetation and Fuel Management Plan to be reviewed and approved by

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ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 2 General Fire Department Advisory Comments (cont.)

the Fire Department. A preliminary plan shall be approved by the Fire Department prior to any new parcel map recordation. Reference CFC 4906.3.

11. Materials and Construction Methods for Exterior Wildfire Exposure - Projects in the Local Responsibility Area Very High Fire Hazard Severity Zone and State Responsibility Area Very High, High and Moderate Fire Hazard Severity Zones shall comply with Chapter 3, R337 of the California Residential Code and California Code of Regulations Title 14 Fire Safety Regulations. Reference CFC 4905.2.

12. Fire Planning Review: This planning case will also be reviewed by Riverside County Fire Department Planning Section for the cumulative impact on the Fire Department's ability to provide an acceptable level of service. Additional requirements may be conditioned by Fire Planning to mitigate these impacts. Questions for Fire Planning can be addressed to RRUOFMPlanning@fire.ca.gov.

Fire. 3 Secondary Egress from a High Fire Hazard

To have adequate evacuation times from a project/property that is within High/Very High Fire Hazard area, road(s) further than 660 feet shall have secondary or alternative access to a publicly maintain circulatory road(s) per Ordinance 460.

Fire. 4 Very High Fire Hazard Severity Zone LRA

This proposed Development is located in a Very High Fire Hazard Severity Zone of Riverside County Local Responsibility Area (LRA). Building construction in these areas are required to comply with the special construction provisions contained in current Local, State and Federal applicable codes. Plans must be submitted to the Riverside County Office of the Fire Marshal for review and approval prior to building permit issuance. Any habitat conservation issue affecting the Fire Department Fuel Modification requirements, shall have concurrence with the responsible wildlife and/or other conservation agency.

Flood

Flood. 1 Flood Hazard Report

TTM 38510A5
FLOOD HAZARD REPORT
DAC: 7/14/2025
BB ID: 935-734-689

Tentative Tract Map (TTM) 38510 is a proposal for a Schedule "A" subdivision of 140.8 gross acres into 230 residential lots, ranging in size from 10,000 square foot lots to a maximum of one-acre lots. The 230 residential lots will be clustered on 90 acres. The smaller lots (10,890 – 14,520 square foot lots) will be clustered within the internal areas and the larger ½ to 1 acre lots will be along the north, east, northwest, and southern project boundaries to buffer the site from the surrounding rural residential neighborhood. Approximately 27 acres will be designated as open space, 15.7 acres of natural open space, 7.2 acres for water quality basins, 3.2 acres of landscape slopes. A sixteen (16') foot wide recreation trail will be provided adjacent to the natural drainage. The site is located on the northwest corner of Chicago Avenue and Iris Avenue in an unincorporated area of Riverside County near the City of Riverside. This project is

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ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 1 Flood Hazard Report (cont.)

being processed concurrently with General Plan Amendment (GPA) 220009 and Change of Zone (CZ) 2200031. Related cases include PAR 210156.

The topography of the site is generally sloped in a northwesterly direction and consists of hilly open undeveloped space with several defined watercourses that receive offsite flows, which confluence, and discharge from the site's northwest corner. The project site is impacted by 24 CFS of offsite runoff from the south, from approximately 14 acres. Goldenstar Creek, which traverses through the center of the site, contributes 314 CFS of offsite runoff from the east, from approximately 182 acres. An additional 20 CFS of offsite runoff enters the site from two natural watercourses in the northeast from approximately 12 acres and 37 CFS of offsite flows also impacts the project site at the northeastern corner of the project area.

Most of the site is not within a mapped floodplain and is located within a FEMA Zone D as shown on Panel No. 06065C0740G of the Flood Insurance Rate Maps issued in conjunction with the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA). Portions of the site along defined watercourses are within the Special Flood Hazard Area for the 100-year floodplain shown on the Awareness Maps prepared by the Department of Water Resources and listed in Ordinance No. 458 Section 5.d. The limits are shown on the Public Flood Hazard Determination Interactive Map found at http://rcflood.org. Awareness floodplains identify the 100-year flood hazard areas using approximate assessment procedures. These floodplains will be shown simply as flood prone areas without specific depths and other flood hazard data.

The District has reviewed the Tentative Tract Map 38510 dated July 2025, Drainage Study for Arroyo Vista with a revision date of May 2024, and the Hydraulic Analysis Report for Goldenstar Creek revised in April 2025. The tentative map shows the locations of the proposed residential lots, proposed streets within the development, three water quality basins, etc. The tentative tract map also includes the preliminary grading exhibit, and preliminary utility exhibit.

From the preliminary utility exhibit, offsite flows from the drainage area south of the project area will bypass the project area using a 24-inch storm drain and will be discharged into Goldenstar Creek downstream of lot C water quality basin. Offsite flows from the east and southeast of the project area will be isolated from the onsite flows through Goldenstar Creek. Two culverts are proposed at the Goldenstar Creek crossings with the proposed Chicago Avenue and with proposed Street E. Additional offsite flows from the east will bypass the project area through a 24-inch storm drain that collects flows at the eastern boundary of the project and discharges these flows to Goldenstar Creek downstream of lot D water quality basin. Minimal offsite flows from the northeast corner of the project area will also bypass the project area using a 30-inch storm drain that runs westerly on Street C and north to a natural watercourse.

Onsite flows will include flows collected using street flow and through catch basins into storm drains. The storm drains will discharge the onsite flows into the proposed water quality basins before the flows are discharged into Goldenstar Creek. All proposed storm drain improvements collecting and/or conveying the 100-year storm event shall be maintained by County Transportation Department, if smaller than or equal to 36-inches, or Flood Control, if larger than 36-inches, (based on the MOU) and shall be designed to the corresponding standards. Based on the criteria above, there are storm drains proposed within Street E, Street A and Street B to the basin in Lot B as well as the outlet storm drain from the basin within a drainage easement behind Lot A and Lots 139 through 143 that outlets into Goldenstar Creek that are sized for future

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ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 1 Flood Hazard Report (cont.)

Flood Control maintenance. See condition 6 ITEMS FOR DISTRICT OPERATION AND MAINTENANCE OF FACILITY(IES).

The TTM shows Q values in a few areas that do not match the calculated flows in the drainage study. Firstly, the Q values given on Iris Avenue such as the Ex. Q100 of 84.6 CFS and Q10 of 42.3 CFS do not match the flows calculated in the H&H reports. In addition, the flows shown at Basin 200 outfall should be adjusted to Q100 of 57.3 CFS and Q10 of 29.7 CFS. The flow values shown on the TTM should match the calculations included in the drainage study and on the hydraulic analysis report. These values should be clarified in Final Engineering.

The drainage study map included in the drainage study to calculate existing (pre-project) flows should show the flow lengths for the drainage areas. Additionally, the next area after initial area should not be more than 2 times the initial area. Per the Hydrology Manual, "To avoid distortion of travel time large subareas should be avoided. Where extremely large subareas are used, peak flow entering a travel reach may be much lower than the flow leaving that reach. Velocity normally increases with discharge, therefore travel time computed using the average flow over a reach may be significantly lower than travel time computed using inflow to the reach. Since rainfall intensity is inversely proportional to time, flow rates would be consistently underestimated by use of large subareas". This comment has been repeated from previous reviews. However, since the calculated flows are greater than 1.5 CFS per acre, the drainage areas and hydrology can be revised in Final Engineering.

The Drainage Study Map for Goldenstar Creek should also include elevations and flow lengths from node to node which can be updated in Final Engineering. The ground elevation within the culvert should be adjusted to have the lowest elevation at the culvert's invert. Moreover, the culvert crossing Street E has a very steep slope of 15% per section A1 provided in the tentative tract map. Based on the slope, it's presumed that the flows within the culvert and downstream of this culvert will be supercritical with high velocities that will require dissipation before they are discharged to the earthen channel downstream. The District has reviewed the submitted hydraulic model. From the review, the culverts have not been added correctly. By changing the geometry data at the stations where the culverts have been added into open channels with the same dimensions and hydraulic parameters (n=0.013 for the culvert and n=0.046 for riprap). The results show what is to be expected with high velocities through the culverts with velocities ranging from 7.75 ft/s to 18.21 ft/s for the culvert crossing Chicago Avenue and from 11.30 ft/s to 37.70 ft/s for the culvert crossing Street E. The District had a discussion with the applicant's engineer and understand that the HEC-RAS model used higher n-values to model the floodplain conservatively and will adjust the n-values with the recommended values through the culverts in Final Engineering. Based on the resulting velocities downstream of the outlet, the rock proposed downstream of the outlet may also need to be extended to reduce velocities to existing velocities. Lastly , the culvert crossing Street E has a steep slope that may also require slab anchors to prevent sliding which shall also be evaluated in Final Engineering. The design of these culverts may impact the 100-year floodplain limits and a floodplain study shall be submitted to the District for review and approval. See condition SUBMIT ORD. 458 SPECIAL FLOOD HAZARD AREA STUDY.

The construction of the flood control facility(ies) that is(are) associated with this project may require a CEQA document. If needed, the CEQA document (i.e., Notice of Exemption, Initial Study/Mitigated Negative Declaration or Environmental Impact Report) should include a description and environmental

DRAFT

ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 1 Flood Hazard Report (cont.)

analysis of any new flood control facility(ies) that will be constructed as part of the project or existing flood control facility(ies) that will be impacted as a result of the project. Please note that if a Draft CEQA document is submitted, the Final adopted or certified CEQA document will also need to be provided to the District prior to final District acceptance of the flood control facility(ies). The purpose of entitlement drainage review is to ensure drainage is addressed at a planning level to protect the site from off-site flows in the existing, interim and ultimate conditions, accommodate right of way for proposed drainage facilities, provide an adequate outlet, not adversely affect adjacent properties, properly floodproof structures and potentially mitigate for increases in runoff. Detailed analyses during the final design may result in changes to assumptions made during entitlement phase, such as, revisions to facility sizes, inlet and outlet requirements, revisions to hydrology and/or hydraulic parameters, etc.

Any questions pertaining to this project may be directed to Robert Macharia at 951-955-1348 or RMachari@rivco.org.

Planning

Planning. 1 15 - PLANNING - Landscape Requirement

Landscape Requirement

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.

Planning. 2 15 - PLANNING - LCP Landscape Concept Plan required at project submittal

LCP Landscape Concept Plan required at project submittal

Provide a single digital file in PDF form on a non-rewritable Compact Disc (CD) media with a Landscape Concept Plan (LCP) on County standard Transportation Department Title Block plan sheet format (24 inch x 36 inch), 1:20 scale, with title block, north arrow, limit of work lines, hardscape features, graphic scale, and street names, etc. Plan shall clearly depict concept designs for the expected future final landscaping,

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ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 2 15 - PLANNING - LCP Landscape Concept Plan required at project submittal (cont.)

shading, and parking plan. Final landscape plans will be required to be submitted, reviewed, and approved prior to the issuance of building permits.

The LCP shall be prepared in a professional manner by a California Licensed/Registered Landscape Architect and signed/stamped by such.

For basic guidance, please review Section 18.12, Sections 19.300 through 19.304 of Ordinance No. 348, Ordinance No. 859, and the Riverside County Guide to California Friendly Landscaping. No irrigation system information is required but the plan shall include an estimated annual water use calculation for irrigation on the project. Conceptual plan shall also provide information on the size, number, genus, species, common name, spacing, plant factor, size, and symbol of trees, bushes and ground cover to be provided within landscaped areas and in other open space areas within the project. Plants must be selected from the Riverside County California Friendly Plant List. Water efficient planting materials are encouraged. Special features, such as rockwork, fencing, water features, existing plants to remain, MSHCP regulated areas, ALUC flight areas, recreational trails, and uses shall be identified.

Planting plans shall consider existing landscaping on adjacent and nearby properties and provide a logical transition to the on-site landscaping concepts with designs to prevent abrupt contrasts between properties, typically show 300 feet from project boundary.

If impacts to on-site or nearby biological resources require special treatments, the planting plans shall be reviewed and approved by a professional biologist from the County's official list.

If the project is in the Coachella Valley, the landscape architect shall coordinate with the Riverside County Agricultural Commissioner's for a current list of quarantine plant materials. The number for the Agricultural Commissioner's office is 760-863-8291.

Planning. 3 90 Days to Protest

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.

Planning. 4 ALUC Conditions

PER THE AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW FILE NO. ZAP1562MA23:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
(a) 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 or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport,

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ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 4 ALUC Conditions (cont.)

other than a DoD or FAA-approved navigational signal light or visual approach slope indicator.
(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight or circling climb following takeoff or towards an aircraft engaged in a straight or circling final approach towards a landing at an airport.
(c) 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. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
(e) Hazards to flight
3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
4. Any proposed detention basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the detention basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.
Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.
A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.
5. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.
6. The project has been evaluated to subdivide 140.8 acres into 232 residential lots. Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

Planning. 5 CONCEPTUAL PHASE GRADING

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:

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ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 5 CONCEPTUAL PHASE GRADING (cont.)

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.

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.

Planning. 6 Expiration Date

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.

Planning. 7 Fees for Review

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 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.

Planning. 8 LOT ACCESS/UNIT PLANS

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.

Planning. 9 Offsite Signs ORD 679.4

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.

Planning. 10 Planning- RR 4.3-1 Fugitive Dust

The Project is required to comply with the provisions of the SCAQMD Rule 403 "Fugitive Dust." Rule 403

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ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 10 Planning- RR 4.3-1 Fugitive Dust (cont.)

requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. To comply with Rule 403, and prior to grading permit issuance, the County of Riverside shall verify that notes are specified on the Project's grading plans requiring Rule 403 compliance. Project construction contractors would be required to ensure compliance with the notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. To comply with Rule 403:

- In order to limit fugitive dust emissions, all clearing, grading, earth moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines.
- The construction contractor(s) shall ensure that all distributed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three (3) times a day, preferably in the mid morning, afternoon, and after work is done for the day.
- The construction contractor(s) shall ensure that traffic speeds on unpaved roads and the Project site area are reduced to 15 miles per hour or less.

Planning. 11 Planning- RR 4.3-2- SCAQMD Rule 113

The Project is required to comply with the provisions of South Coast Quality Air Management District Rule 113, Table of Standards, by requiring that all architectural coatings must consist of low VOS's (i.e. VOC's of less than 50 grams per liter ([g/L]) unless otherwise specified in the SCAQMD Table of Standards.

Planning. 12 Planning- RR 4.3-3- SCAQMD Rule 431.2 and Rule 1186/1186.1

The Project is required to comply with applicable SCAQMD rules for construction activities on the Project site. In addition to the SCAQMD requirements, additional SCAQMD rules that are currently applicable during construction activity for this Project include but are not limited to Rule 431.2 (Low Sulfur Fuel) and Rule 1186/1186.1 (Street Sweepers).

Planning. 13 Planning- RR 4.3-4 SCAQMD Rule 402

The Project is required to comply with the provisions of the SCAQMD Rule 402, "Nuisance" which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public.

Planning. 14 Trail Maintenance

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.

Planning-CUL

Planning-CUL. 1 MM 4.5-12 Human Remains

Human Remains. If human remains are found on this site, the developer/permit holder or any successor in

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ADVISORY NOTIFICATION DOCUMENT

Planning-CUL

Planning-CUL. 1 MM 4.5-12 Human Remains (cont.)

interest shall comply with State Health and Safety Code Section § 7050.5 and Public Resources Code § 5097.98.

Planning-CUL. 2 MM 4.5-13 Unanticipated Resources

MM 4.5-13 015 - Planning-CUL. 2 Unanticipated Resources.
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 historical or archaeological resources* are discovered, the following procedures shall be followed. All ground disturbance activities within 100 feet of the discovered historical or cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of t he historical or archaeological resource. For archaeological resources, a meeting shall be 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. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. For any historical resources that may be recovered, a meeting with the County Archaeologist shall be held to determine the significance of and appropriate treatment for the historical resource(s), which may include documentation and/or resource recovery and curation at facilities such as the Western Science Center in Hemet, depending on the significance of the resource. Resource evaluations shall be limited to nondestructive analysis. Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished. * A cultural resource site is defined, for this purposes of Mitigation Measure MM 4.5-13, as being a feature and/or three or more artifacts in close association with each other.
** If not already employed by the project developer, a County approved archaeologist shall be employed by the Project
developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

Planning-CUL. 3 RR 4.5-1

RR 4.5-1: Unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code Section 6254 (r), parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

Planning-EPD

Planning-EPD. 1 Urban Wildlands Interface Guidelines

Areas adjacent to the Riparian/Riverine habitat depicted on Exhibit 6 of the Determination of Biologically Equivalent or Superior Preservation Report - Arroyo Vista Project written by ELMT Consulting Inc. and dated January 2025, shall be subject to MSHCP Urban Wildland Interface Guidelines.
Urban/Wildlands Interface Guidelines Requirements (MSHCP Section 6.1.4)
The portions of the project in close proximity to the MSHCP Conservation area shall incorporate the

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ADVISORY NOTIFICATION DOCUMENT

Planning-EPD

Planning-EPD. 1 Urban Wildlands Interface Guidelines (cont.)

appropriate Urban/Wildland Interface Guidelines (MSHCP Section 6.1.4) in order to reduce Edge Effects that can adversely affect biological resources such as:

INVASIVES
When approving landscape plans for Development that is proposed adjacent to the MSHCP Conservation Area, Permittees shall consider the invasive, non-native plant species listed in Table 6-2 and shall require revisions to landscape plans (subject to the limitations of their jurisdiction) to avoid the use of invasive species for the portions of Development that are adjacent to the MSHCP Conservation Area. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography and other features.

BARRIERS
Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers, where appropriate in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass or dumping in the MSHCP Conservation Area. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage and/or other appropriate mechanisms.

DRAINAGE/TOXICS
Proposed Developments in proximity to the MSHCP Conservation Area shall incorporate measures, including measures required through the National Pollutant Discharge Elimination System (NPDES) requirements, to ensure that the quantity and quality of runoff discharged to the MSHCP Conservation Area is not altered in an adverse way when compared with existing conditions. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into the MSHCP Conservation Area. Storm water systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes within the MSHCP Conservation Area. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices. Regular maintenance shall occur to ensure effective operations of runoff control systems.

LIGHTING
Night lighting shall be directed away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area from direct night lighting. Shielding shall be incorporated in project designs to ensure ambient lighting in the MSHCP Conservation Area is not increased.

GRADING/LAND DEVELOPMENT
Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area.

NOISE
Proposed noise generating land uses within the MSHCP conservation area(s), Public/Quasi-Public (PQP) Lands, and/or Riparian/Riverine/Vernal Pool areas, shall incorporate setbacks, berms or walls to minimize the effects of noise on wildlife and biological resources in conservation area.

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ADVISORY NOTIFICATION DOCUMENT

Planning-GEO

Planning-GEO. 1 Gen - Custom (cont.)

Planning-GEO. 1 Gen - Custom

County Geologic Report GEO No. 230013, submitted for the project TTM38510, was prepared by GeoTek, Inc. and is titled; "Updated Geotechnical Report, Proposed Single-Family Residential Development, Tentative Tract Map 38510, APNs 245-300-001 and -004, Northwest of Iris Avenue and Chicago Avenue, Woodcrest Area of Riverside County, California," dated January 27, 2023. In addition, GeoTek prepared "Response to Geotechnical Review Comments Proposed Single-Family Residential Development Tentative Tract Map 38510 Northwest of Iris and Chicago Avenue Woodcrest Area of Riverside County, California," dated October 12, 2023. This document is herein incorporated as a part of GEO230013.

GEO230013 concluded:

1. The site is underlain by Val Verde Tonalite at a depth of approximately 7 to 10 feet.
2. Perched water was encountered at a dept of approximately 6.5 feet below ground surface.
3. Groundwater in the vicinity of the site is reported to be in excess of 100 feet.
4. No active or potentially active fault is known to exist at this site nor is the site situated within a State of California designated "Alquist-Priolo" Earthquake Fault Zone (Bryant and Hart, 2007; CGS, 1986).
5. Liquefaction is not considered to be a hazard at the subject site due the lack of a true groundwater level within the site, presence of shallow bedrock, and proposed remedial grading.
6. Rock fall hazard at the site is not a design consideration for this project.
7. The design cut slopes (2:1 horizontal:vertical up to 20 feet in height) and design fill slopes (2:1 horizontal:vertical up to 50 feet in height) will be grossly stable with respect to both the static and seismic state.

GEO230013 recommended:

1. All topsoil, disturbed soil/undocumented fill ("surficial") soils, loose alluvium, and highly weathered bedrock should be removed to expose competent native materials.
2. Competent native materials are defined as either relatively dense alluvium, which is relatively uniform, not visibly porous, and having an in-place compaction of at least 85 percent of the soil's maximum dry density (per ASTM D 1557 test procedures) or firm, unyielding bedrock.

GEO230013 satisfies the requirement for a geologic study for CEQA purposes for TTM38510.

It should be noted that no engineering review of this report or formal review of provided building code information are a part of this review. Formal review of engineering design and code data will be made by the County of Riverside, as appropriate, at the time of grading and/or building permit submittal to the County

Planning-PAL

Planning-PAL. 1 Gen - Custom

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ADVISORY NOTIFICATION DOCUMENT

Planning-PAL

Planning-PAL. 1 Gen - Custom (cont.)

According to the County's General Plan, this site has been mapped as having a "Low Potential" for paleontological resources. This category encompasses lands for which previous field surveys and documentation demonstrates a low potential for containing significant paleontological resources subject to adverse impacts. As such, this project is not anticipated to require any direct mitigation for paleontological resources. However, should fossil remains be encountered during site development:

1. All site earthmoving shall be ceased in the area of where the fossil remains are encountered. Earthmoving activities may be diverted to other areas of the site.

2. The owner of the property shall be immediately notified of the fossil discovery who will in turn immediately notify the County Geologist of the discovery.

3. The applicant shall retain a qualified paleontologist approved by the County of Riverside.

4. The paleontologist shall determine the significance of the encountered fossil remains.

5. Paleontological monitoring of earthmoving activities will continue thereafter on an as-needed basis by the paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The supervising paleontologist will have the authority to reduce monitoring once he/she determines the probability of encountering any additional fossils has dropped below an acceptable level.

6. If fossil remains are encountered by earthmoving activities when the paleontologist is not onsite, these activities will be diverted around the fossil site and the paleontologist called to the site immediately to recover the remains.

7. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; places in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators. * Per the County of Riverside "SABER Policy", paleontological fossils found in the County of Riverside should, by preference, be directed to the Western Science Center in the City of Hemet.

8. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.

Transportation

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ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 RCTD-MAP - General Transportation Conditions (cont.)

Transportation. 1 RCTD-MAP - General Transportation Conditions

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 No. 460 and Riverside County Road Improvement Standards (Ordinance No. 461.11). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Qs, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The County of Riverside applicable ordinances and 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.

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

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

Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.

If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.

The Project shall install street name sign(s) in accordance with County Standard Nos. 1220/1221 and as directed by the Transportation Department.

All corner cutbacks shall be applied per Standard No. 805, Ordinance No. 461.11, except for corners at Entry streets intersecting with General Plan roads, they shall be applied per Exhibit C of the Countywide Design Guidelines.

All centerline intersections shall be at 90-degrees, plus or minus 5-degrees.

At intersections, local streets (below County Collector Road Standard) shall have a minimum 50 FT tangent, measured from flowline/curb-face to the end of the 50 FT tangent section.

Vacating/abandoning excess public rights-of-way requires a separate request from the Project that is approved by the Board of Supervisors. If said excess public rights-of-way is also County owned land, it may be necessary to enter into an agreement with the County for its purchase or exchange.

The project shall comply with the most current ADA requirements. Ramps shall be constructed at all 4 legs of 4-way intersections and T-intersections per Standard No. 403, sheets 1 through 7 of Ordinance No. 461.11.

The off-site rights-of-way for access road(s) required by the project shall be accepted to vest title in the

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ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 RCTD-MAP - General Transportation Conditions (cont.)

name of the public if not already accepted.

If any portion of the project is phased, the Project shall provide primary and secondary off-site access roads for each phase with routes to County maintained roads as approved by the Transportation Department.

If there are previously dedicated public roads and utility easements that were not accepted by the County, the Project shall file a separate application to the County of Riverside, Office of the County Surveyor, for the acceptance of the existing dedications by resolution and bear all costs thereof.

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

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. Street Improvement Plans shall comply with Ordinance Nos. 460, 461.11, Riverside County Improvement Plan Check Policies and Guidelines, which can be found online http://rctlma.org/trans.

Transportation. 2 TS / Conditions

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 development proposals to maintain a Level of Service 'C', except that Level of Service 'D' shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

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

Van Buren Blvd (NS) at:
- Victoria Ave (EW)
- Mockingbird Canyon Rd (EW)

Van Buren Blvd (EW) at:
- Washington St (NS)
- Gamble Ave (NS)
- Chicago Ave / Alta Cresta Ave (NS)
- Wood Rd (NS)
- Trautwein Rd / Cole Ave (NS)

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ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 2 TS / Conditions (cont.)

Iris Ave (EW) at:
Gamble Ave (NS)
Street O (NS)
Chicago Ave (NS)

Chicago Ave (NS) at:
Street S (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.

Waste Resources

Waste Resources. 1 Waste - General

Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint,
batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division.

The project site is located in close proximity to the closed Wade landfill. The applicant is recommended to consult with the Riverside County Department of Environmental Health due to the project's proximity to the closed landfill property.

Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.
The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.

Comply with SB 1383 which establishes regulations to reduce organics waste disposal and went into effect on January 1, 2022. This law establishes methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants caused by organics waste disposal.

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DRAFT

From: Grant Jensen
To: Mason, Krista
Subject: Arroyo Vista Project - Community Feedback
Date: Sunday, August 3, 2025 2:54:34 PM
Attachments: png-img-4fe96ebe-c547-466c-8693-1ca22656f862.png

CAUTION: This email originated externally from the **Riverside County** email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr. Mason,

I was told that you were the person to send feedback to regarding the Arroyo Vista project. As a resident and member of the community, I would like to submit my general support but also my suggestions for incorporating the project into our community.

First, I love the natural arroyo restoration and preservation of this project. I'm not sure how you got them to agree to it, but I remember trespassing into that arroyo as a youth in this community, and having access to nature provided a much-needed balance to life. I like to see the opportunity for that access to continue for future generations.

With regards to suggestions for improvement, there are two categories I would like to address. One has to do with traffic. This is not something that can be addressed wholly within this one project, but my concern is more about how this project will be addressed within the larger county plan. We already have a lot of traffic on Van Buren, and it is absolutely a bear to deal with in the mornings when I am taking my daughter to school or going to work.

This can be addressed overall if we are increasing workspaces and not just housing in our county, so there don't need to be as many cars on the road in the first place. If I remember correctly, as of the last census, more than half of working individuals in this county commute out of the county for work. In my opinion, for every housing development, we should be building a matching amount of workspaces in the county to help reduce the commuting traffic burden. I see a lot of warehouses being built, but I am hopeful that we can maintain a balance between all the different levels and types of jobs to support a sustainable vertical socioeconomic movement of working families.

The other part I want to address is density. I honestly think that this project is not dense enough. Not dense for the sake of more units alone, but for the sake of building more community resources such as a recreation center or a business suite with co-working offices for students or those starting at-home businesses. In my opinion, peak density will allow for enough profit margin to maintain environmental preservation and shared community resources that will support the physical and professional health of the community members.

I know your job isn't easy, but good luck!

Thank you,

Grant Jensen

Email: Jensengrant@hotmail.com
Phone: 951-796-6784



GRANT JENSEN

Building a Better Future

From: Veer Partners
To: Mason, Krista
Subject: Arroyo Vista Project SCH:2021080570
Date: Monday, March 10, 2025 5:38:28 PM

CAUTION: This email originated externally from the **Riverside County** email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

Krista,

RE:
Arroyo Vista Project
SCH:2021080570
GPA22009
CZ2200031
TTM38510

We are the owners and developers of the ARCO AMPM Gas Station & Car Wash (18002 Van Buren Blvd) currently under construction adjacent to this project.

We are writing to say that we are in **favor** of this new development as it will only further enrich our community with beauty and success.

We hope this project is swiftly approved by all so that construction may begin promptly.

Thank you,

Kevin Bibayan
18002 Van Buren LLC

--
Thank you,

Veer Management Company Inc
Office: (626) 348-2304 | Fax: (323) 476-1026
110 E Longden Ave Suite A Irwindale CA 91706

From: Veer Partners
To: Mason, Krista
Subject: Letter of Support - TTLC Riverside Chicago, LLC
Date: Saturday, August 16, 2025 1:52:45 PM

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Krista,

Hope all is well.

We received a letter in the mail in regards to the General plan amendment no. 22009, Change of Zone No. 2200031 and tentative tract map no. 38510 - Intent to Certify an Environmental Impact Report for applicant TTLC Riverside Chicago, LLC.

As a property owner in the vicinity of this proposed project, we wanted to voice our FULL SUPPORT in this proposed development.

This is a project our Woodcrest community needs by bringing beautification to a land area that is currently filled with brush, dying and overgrown vegetation.

This future development will be a great addition to our community and play a significant part in helping California fight the housing crisis, where there is an estimated 1.8 to 3.5M unit shortage.

Thank you.

Respectfully,

18002 Van Buren LLC

-If we could be of any further assistance, please don't hesitate to let us know.

--
Thank you,

Veer Management Company Inc
Office: (626) 348-2304 | Fax: (323) 476-1026
110 E Longden Ave Suite A Irwindale CA 91706

From:	Veer Partners
To:	Delaney Tax
Cc:	Mason, Kristie
Subject:	Re: Arroyo Vista - Notice of Availability of Draft Final EIR and Planning Commission Hearing
Date:	Friday, August 22, 2025 2:30:57 PM
Attachments:	image700848.png image174622.png image559444.png image506778.png image147329.png image965446.png image726195.png image554465.png image259423.png image351951.png

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Delaney,

Hope all is well.

As a property owner in the vicinity of this proposed project, we wanted to voice our FULL SUPPORT in this proposed development.

This is a project our Woodcrest community needs by bringing beautification to a land area that is currently filled with brush, dying and overgrown vegetation.

This future development will be a great addition to our community and play a significant part in helping California fight the housing crisis, where there is an estimated 1.8 to 3.5M unit shortage.

Thank you.

Respectfully,

18002 Van Buren LLC

-If we could be of any further assistance, please don't hesitate to let us know.

On Fri, Aug 22, 2025 at 1:10 PM Delaney Tax <dtax@tbplanning.com> wrote:

> Riverside County is currently considering for approval the proposed Arroyo Vista Project GPA220009, CZ2200031, and TTM38510. During the 45-day public review period for the Project's Environmental Impact Report (EIR), Riverside County received comment letters from interested parties commenting on the adequacy of the Project's EIR. In conformance with State CEQA Guidelines Section 15088(b), a copy of the Final Environmental Impact Report, including responses to comment letters received during the EIR's 45-day public review period, is available at the link below:
>
> https://planning.rctlma.org/arroyo-vista-gpa-220009-cz2200031-ttm38510#2741959481-1637636475

In addition, **A PUBLIC HEARING** has been scheduled, pursuant to Riverside County Land Use Ordinance No. 348, before the **RIVERSIDE COUNTY PLANNING COMMISSION** to consider a proposed project, as described below:

GENERAL PLAN AMENDMENT NO. 220009 (GPA220009), CHANGE OF ZONE NO. 2200031 (CZ2200031), AND TENTATIVE TRACT MAP NO. 38510 (TTM38510) – Intent to Certify an Environmental Impact Report (EIR) – CEQ220090 – Applicant: TTLC Riverside Chicago, LLC., Michael Torres – Engineer/Representative: TK Consulting, Inc., Tim Kihm – Second Supervisorial District – Woodcrest Zoning District – Lake Mathews/Woodcrest Area Plan: Rural Community: Very Low Density Residential (RC:VLDR) – Location: North of Iris Avenue, south of Twin Lake Drive, east of Golden Star Avenue, and west of Chicago Avenue – 140.8 Gross Acres – Zoning: Light Agriculture, 10-acre lot minimum (A-1-10). – REQUEST: GPA220009 is a request to modify the current land use designation from Rural Community: Very Low Density Residential (RC:VLDR) (1 du/acre) to Rural Community: Low Density Residential, (RC:LDR) (2 du/acre); CZ2200031 is a proposal to change the zoning classification from Light Agriculture, 10-acre minimum lot size (A-1-10) to One-Family Dwelling, 10,000 sq. ft. lot minimum, (R-1-10,000); TTM38510 is a Schedule A Map to subdivide the 140.8 gross acre project site. Approximately 88.09 acres into 231 residential lots (1.6 du/acre), ranging in size from 10,000 sq. ft. lots to a maximum of one-acre lots. The smaller lots (10,890 – 14,520 sq. ft. lots) will be clustered within the internal areas and the larger 0.5 to 1 acre lots will be along the north, east, northwest, and southern project boundaries. Approximately 23.75 acres will be designated as open space, 0.55 acre trailhead with parking, 5.39 acres for water quality basins, 22.29 acres of roadway dedication and a 0.48 acre dedication on Chicago Avenue. APN(s): 245-300-001; 245-300-004.

TIME OF HEARING:
9:00 a.m. or as soon as possible thereafter.
DATE OF HEARING:
SEPTEMBER 3, 2025
PLACE OF HEARING:
RIVERSIDE COUNTY ADMINISTRATIVE CENTER
BOARD CHAMBERS, 1ST FLOOR
4080 LEMON STREET, RIVERSIDE, CA 92501

This meeting will be conducted by teleconference and at the place of hearing, as listed above. Information on how to request to speak remotely is available on the Planning Department website at: https://planning.rctlma.org/public-hearings. For further information regarding this project, please contact Project Planner Krista Mason at (951) 955-1722, or email at kmason@rivco.org, or go to the County Planning Department's Planning Commission agenda web page at: https://planning.rctlma.org/planning-commission-meetings.

The Riverside County Planning Department has determined that the above-described project has the potential to have a significant effect on the environment and has prepared an environmental impact report. The Environmental Impact Report, which identifies all significant environmental

effects, has been prepared in conjunction with the above referenced applications that constitute the proposed project. The Planning Commission will consider the proposed project, and the final environmental impact report, at the public hearing.

The meeting documents for the proposed project can be viewed online under the hearing date on the Public Hearing page of the Planning Department website at: https://planning.rctlma.org/planning-commission-meetings.

Any person wishing to comment on the proposed project may submit their comments in writing by mail or email, or by phone between the date of this notice and the public hearing; or you may appear and be heard at the time and place noted above. You may participate remotely by registering with the Planning Department. All comments received prior to the public hearing will be submitted to the Planning Commission for consideration, in addition to any oral testimony, before making a decision on the proposed project. All correspondence received before and during the meeting will be distributed to the Planning Commission and retained for the official record.

If this project is challenged in court, the issues may be limited to those raised at the public hearing, described in this notice, or in written correspondence delivered to the Planning Director at, or prior to, the public hearing. Be advised that as a result of public hearings and comment, the Planning Director may amend, in whole or in part, the proposed project. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the proposed project, may be changed in a way other than specifically proposed.

Please send all written correspondence to:
RIVERSIDE COUNTY PLANNING DEPARTMENT
Attn: Krista Mason
P.O. Box 1409, Riverside, CA 92502-1409
(951) 955-1722
kmason@rivco.org

Delaney Tax Environmental Analyst
909.353.9975
dtax@rbplanning.com
8690 Aero Drive, Suite 115, PMB 383, San Diego, CA 92123
Your Project. Our Priority.

--
Thank you.

245250019
FROSTMOURNE TECHNOLOGIES INC
5225 CANYON CREST DR NO 71
RIVERSIDE CA 92507

245260002
FRANCISCO ESCOBAR GONZALEZ
10440 WELLS AVE
RIVERSIDE CA 92505

245260010
ALAINA M. NELSON
17795 TWIN LAKES DR
RIVERSIDE CA 92508

245260012
MICHAEL CASSIDY
17915 TWIN LAKES DR
RIVERSIDE CA 92508

245260014
RAFAEL VALENCIA
17975 TWIN LAKES DR
RIVERSIDE CA 92508

245260015
RMC GROUP
17811 SLOVER AVE
BLOOMINGTON CA 92316

245260016
POTTS ERIC LIVING TRUST 2019 4/24/19
17928 TWIN LAKES DR
RIVERSIDE CA 92508

245260018
CHRISTOPHER BROUSSEAU
17855 TWIN LAKES DR
RIVERSIDE CA 92508

245260019
TIMOTHY R. JOHNSTON
17850 TWIN LAKES DR
RIVERSIDE CA 92508

245260020
DENNIS HENRY LYNAUGH
17790 TWIN LAKES DR
RIVERSIDE CA 92508

245260037
RICHARD L. NICKUM
231 E ALESSANDRO BLV A191
RIVERSIDE CA 92508

245270002
MCCONVILLE FAMILY TRUST DTD 11/06/02
12982 VIA TESORO DR
RANCHO CUCAMONGA CA 91739

245300001
P & F INV CO
9702 CRESTVIEW CIR
VILLA PARK CA 92861

245300002
BAKER FAMILY
7417 E WHITE OAK RIDGE
ORANGE CA 92869

245300004
JOHN J. GLESS
1441 RAVENSWOOD LN
RIVERSIDE CA 92506

266020061
SUN JOHN & HANGO TRUST DTD 4/17/22
325 CONDOR AVE
MCALLEN TX 78503

266020093
18002 VAN BUREN
110 E LONGDEN AVE STE A
IRWINDALE CA 91706

274080001
ROBERT J. BURGESS
16016 PORTER AVE
RIVERSIDE CA 92504

274080002
MARC ANTHONY SANTORO
16040 PORTER AVE
RIVERSIDE CA 92504

274080003
MICHELLE PALMA
16078 PORTER AVE
RIVERSIDE CA 92504

274080005
ROBERT A. TROWBRIDGE
17561 IRIS AVE
RIVERSIDE CA 92504

274080006
KAREN LOUISE ALLCOTT
17555 IRIS AVE
RIVERSIDE CA 92504

274080009
ALFRED JOHN THELWELL
17595 IRIS AVE
RIVERSIDE CA 92504

274080013
ERIK CHRISTIAN TERKELSEN
16025 GAMBLE AVE
RIVERSIDE CA 92504

274080015
CLIFF R. REIDHEAD
18410 ALDER ST
PERRIS CA 92570

274080016
MICHAEL D. CROSBY
16125 GAMBLE AVE
RIVERSIDE CA 92504

274080021
PABLO MERCADO & ASSOC
7209 JURUPA AVE
RIVERSIDE CA 92504

274080022
KORY MCGRANHAN
16061 GAMBLE AVE
RIVERSIDE CA 92504

274080023
ALAN TLAXCALA
17645 IRIS AVE
RIVERSIDE CA 92504

274080024
JIMMY GUTIERREZ
17625 IRIS AVE
RIVERSIDE CA 92504

274080025
JAMES PAUL KLEVENO
16005 GAMBLE AVE
RIVERSIDE CA 92508

274080026
MICHAEL DENNIS KRUSE
16015 GAMBLE AVE
RIVERSIDE CA 92508

274080027
JERRY L. WHITEHEAD
17541 IRIS AVE
RIVERSIDE CA 92504

274120001
BRUCE T. ROGERS
16016 GAMBLE AVE
RIVERSIDE CA 92508

274120002
CLAYTON J. BRINKMANN
16040 GAMBLE AVE
RIVERSIDE CA 92508

274120003
ROMERO FAMILY LIVING TRUST DTD 1/21/2020
16066 GAMBLE AVE
RIVERSIDE CA 92508

274120004
WILLIAM E. VASQUEZ
17801 IRIS AVE
RIVERSIDE CA 92508

274120005
COMMERFORD JOSEPH LIVING TRUST OF 2024 DTD 02/26/2024
17811 IRIS AVE
RIVERSIDE CA 92508

274120006
TSC STATION
237 TULANE RD
COSTA MESA CA 92626

274120008
EDUARDO CARLOS POLIZZO
16080 GAMBLE AVE
RIVERSIDE CA 92508

274120009
BARNEY R. NORTHCOTE
16805 EVENING STAR RD
RIVERSIDE CA 92506

274120010
RICHARD G. BECKER
16128 GAMBLE AVE
RIVERSIDE CA 92508

274130013
MUNOZ ROLAND FAMILY TRUST DTD 05/11/2017
16415 TAMRA LN
RIVERSIDE CA 92504

274130016

17925 IRIS AVE
RIVERSIDE CA 92508

274130021
DAVID S. TRIMBORN
17951 IRIS AVE
RIVERSIDE CA 92508

274130034
SMP TRUST UTA DTD 12/29/2020
PO BOX 1350
RIVERSIDE CA 92502

274130040
STEVE PULCHEON
1065 BLOOMFIELD ROAD
VALLEY VIEW TX 76272

280050063
STEVEN EDWARD DAVIS
18038 TWIN LAKES DR
RIVERSIDE CA 92508

280050064
LARRY G. LUMSDON
18048 TWIN LAKES DR
RIVERSIDE CA 92508

280050065
CARLSON CURTIS & RAQUEL TRUST
18014 TWIN LAKES DR
RIVERSIDE CA 92508

280050066
EDWARD S. HAN
4442 VINTON AVE
CULVER CITY CA 90232

280050067
ROBERT M. FATTARUSO
18063 TWIN LAKES DR
RIVERSIDE CA 92508

280050068
ANTONIO GARCIA
1076 13TH ST
RICHMOND CA 94801

280050070
RIVERSIDE CORONA RESOURCE CONSERVATION DIST
4500 GLENWOOD DR NO A
RIVERSIDE CA 92501

280060001
DODD FAMILY TRUST DATED 10/24/05
18025 GENTIAN AVE
RIVERSIDE CA 92508

280060002
DYLAN BERTINO
18085 GENTIAN AVE
RIVERSIDE CA 92508

280060003
MING CHIN NOZAWA
8223 ORANGE ST
ROSEMEAD CA 91770

280060005
FAMILY TRUST OF ASTFALK GARY ALAN &
ASTFALK PATRICIA JEAN
15650 CHICAGO AVE
RIVERSIDE CA 92508

280060006
TOP TIER LANDSCAPE CONSTRUCTION
6374 JURUPA AVE
RIVERSIDE CA 92504

280060007
LINDA K. WRAY
18010 HIBISCUS AVE
RIVERSIDE CA 92508

280060008
B ABBEY PROP INC
6175 E HENNING VIEW TER
ANAHEIM CA 92807

280060042
WESLEY J. SKOVINSKI
15601 CECIL AVE
RIVERSIDE CA 92504

280060043
ELROD BRIAN ROBERT & MICHELLE LYNN
REVOCABLE LIVING TRUST DATED
15589 CECIL AVE
RIVERSIDE CA 92508

280080001
CROOK FAMILY TRUST DTD 02/28/2014
15765 CARTWRIGHT DR
RIVERSIDE CA 92508

280080002
DOUGLAS M. SASSAMAN
15796 CARTWRIGHT DR
RIVERSIDE CA 92508

280080003
GILBERT J. ROBLES
15825 CARTWRIGHT DR
RIVERSIDE CA 92508

280080004
LEOPOLDO FERNANDEZ
15855 CARTWRIGHT DR
RIVERSIDE CA 92508

280080005
MARK F. SCHULTE
15820 CARTWRIGHT DR
RIVERSIDE CA 92508

280080006
LANE FAMILY TRUST
15790 CARTWRIGHT DR
RIVERSIDE CA 92508

280080007
CLIFFORD L. EVANS
15760 CARTWRIGHT DR
RIVERSIDE CA 92508

280080008
PATRICIA LOVATO
18101 HIBISCUS AVE
RIVERSIDE CA 92508

280080009
VERONICA RAMIREZ
18117 HIBISCUS AVE
RIVERSIDE CA 92508

280100001
DAVID PATRICK GALVIN
18010 IRIS AVE
RIVERSIDE CA 92508

280100002
MARIO OROZCO
18050 IRIS AVE
RIVERSIDE CA 92508

280100003
JANALEE BERG VALENSON
18070 IRIS AVE
RIVERSIDE CA 92508

280100004
STUART JAMES FELLBAUM
3102 SLEEPY HOLLOW RD
DORRIS CA 96023

280100005
JEREMY STARKE
18080 IRIS AVE
RIVERSIDE CA 92508

280100007
MARIA AMELIA C MOLL
18090 IRIS AVE
RIVERSIDE CA 92508

280100008
DIANE M. MCLAUGHLIN
18124 IRIS AVE
RIVERSIDE CA 92508

280100009
MANUEL HERNANDEZ
18118 IRIS AVE
RIVERSIDE CA 92508

280100010
WILBUR NORMAN
18114 IRIS AVE
RIVERSIDE CA 92508

280100011
RODNEY PAMPHILE
18110 IRIS AVE
RIVERSIDE CA 92508

Riverside County Agricultural Commissioner's Office
agdept@rivco.org

Sup. Jose Medina
Riverside County, 1st District
district1@rivco.org

Sup. Karen Spiegel
Riverside County, 2nd District
district2@rivco.org

Sup. Chuck Washington
Riverside County, 3rd District
RBrock@RIVCO.ORG

Sup. V. Manuel Perez
Riverside County, 4th District
district4@rivco.org

Sup. Yxstian Gutierrez
Riverside County, 5th District
County of Riverside Office
district5@rivco.org

City of Moreno Valley Planning Division
PlanningEmail@moval.org

City of San Jacinto Community Development Department
Attn: Travis Randel, Community Development and Planning Director
trandel@sanjacintoca.gov

City of Perris Planning Division
Attn. Kenneth Phung, Planning Manager
kphung@cityofperris.org

City of Menifee
Attn: Cheryl Kitzerow, Community Development Director
ckitzerow@cityofmenifee.us

City of Riverside Community and /Economic Development Department
Attn: David Welch, Community and Economic Development Director
cddInfo@riversideca.govv

Matthew Bassi, Planning Director
City of Wildomar
mbassi@cityofwildomar.org

City of Lake Elsinore
Attn: Demaris Abraham
dabraham@lake-elsinore.org

City of Beaumont Planning Department
Attn: Christina Taylor, Community Development Director
ctaylor@beaumontca.gov

City of Canyon Lake
Attn: Jim Morrissey, City Planner
jmorrissey@cityofcanyonlake.com

City of Corona Community Development Department
Attn: Joanne Coletta, Community Development Director
Joanne.Coletta@CoronaCA.gov

San Bernardino County Planning Dept.
luscustomerservice@lus.sbcounty.gov

City of Hemet Planning Division
planstaff@cityofhemet.org

Orange County Community Development
Brian.bauer@ocgov.com

San Diego County, Planning and Development Services
Mark.wardlaw@sdcounty.ca.gov

Morongo Band of Mission Indians
Attn: Robert Martin
RMartin@morongo-nsn.gov

Eastern Information Center Dept of Anthropology
Attn: Dr. M.C. Hall, Coordinator
eickw@ucr.edu

Cultural Resources Committee
Pechanga Band of Luiseno Mission Indians
contact@pechanga-nsn.gov
eozdil@pechanga-nsn.gov

Native American Heritage Commission
nahc@nahc.ca.gov
Andrew.Green@nahc.ca.gov

Ramona Band of Cahuilla Mission Indians
Attn: Susan Reckker, Tribal Administrator
sreckker@ramona-nsn.gov
AdminAssist@santarosacahuilla-nsn.gov

Santa Rosa
Band of Cahuilla Mission Indians
adminassist@santarosacahuilla-nsn.gov

Soboba Band of Luiseno Indians
environmental@soboba-nsn.gov
jontiveros@soboba-nsn.gov

Rincon Band of Mission Indians
Attn: Bo Mazzetti, Chairman
bomazzetti@aol.com

Pauma & Yuima Reservation
Attn: Chairperson
paumareservation@aol.com

Pala Band of Mission Indians
Tribal Historic Preservation Office
sgaughen@palatribe.com

California State Water Resources Control Board
Attn: Jayne Joy
Jayne.Joy@waterboards.ca.gov

Audobon Society, San Bernardino Valley
bcsinger@gmail.com

Endangered Habitats League
Attn: Dan Silver
dsilverla@me.com

Riverside Transit Agency
Attn: Gordon Robinson, Director of Planning
grobinson@riversidetransit.com

South Coast Air Quality Management District
ceqa_admin@aqmd.gov

US Army Corps of Engineers
Los Angeles District - Regulatory Branch
splregorcs@usace.army.mil

CA Department of Fish & Wildlife
Inland Desert/Eastern Sierra Region
R6CEQA@wildlife.ca.gov
Heather.Pert@wildlife.ca.gov
carly.beck@wildlife.ca.gov

US Fish and Wildlife Service
Pacific Southwest Region
Paul Souza, Regional Director
paul_souza@fws.gov

Riverside Co. Transportation Commission
info@rctc.org

County of Riverside, Sheriff's Department
kreichle@riversidesheriff.org
Cbianco@riversidesheriff.org

CALTRANS District #8 - Planning
IGR/Local Development Review
christian.bushong@dot.ca.gov

Building Industry Association
eo@riversidebia.org

Farm Bureau, Riverside County
president@riversidecfb.com

Sierra Club San Gorgonio
Attn: Mary Ann Ruiz, Chair
chair@sangorgonio.sierraclub.org

Metropolitan Water District of Southern California
EP@mwdh2o.com

San Bernardino County Museum
museum@sbcounty.gov

Riverside County Fire Department
Attn: Captain Richard Tovar
Richard.Tovar@fire.ca.gov
RRUPIO@fire.ca.gov

Riverside Co. Habitat Conservation Agency
bshomo@wrcog.us

Western Riverside Council of Governments
dramirez-cornejo@wrcog.us
jleonard@wrcog.us

Western Riverside County Regional Conservation Authority
Attn: Anne Mayer, Executive Director
amayer@rctc.org

Riverside County Regional Park & Open-Space District
d3email@rivco.org

Southern California Assoc of Governments
Attn: Kome Ajise, Executive Director
ajise@scag.ca.gov

Department of Conservation
dlrp@consrv.ca.gov
dmr@conservation.ca.gov
cgshq@conservation.ca.gov
smgb@consrv.ca.gov
Farl.Grundy@conservation.ca.gov

Regional Water Quality Control Board
Santa Ana Region, CEQA Review
santaana@waterboards.ca.gov

CEQA Review
California Air Resources Board
stanley.armstrong@arb.ca.gov

SAWPA
onewateronewatershed@sawpa.org

Riverside County Department of Waste Resources
[illegible]
WastePlanning@rivco.org

Riverside Unified School District
Attn: Renee Hill, Superintendent
Rhill@riversideunified.org

Center for Community Action and Environmental Justice
admin@ccaej.org

City of Temecula
Community Development
Attn: Luke Watson, Community Development Director
Luke.Watson@temeculaca.gov

City of Eastvale
Community Development Department
Attn: Gina Gibson-Williams, Community Development Director
ggibson-williams@eastvaleca.gov

City of Jurupa Valley
Planning Department
Attn: Joe Perez, Planning Director
jperez@jurupavalley.org

City of Murrieta
Development Services
Attn: Lorie Abeles, Executive Assistant
DChantarangsu@MurrietaCA.gov

City of Norco
Planning
Attn: Steve King, Planning Director
planning@ci.norco.ca.us

Western Municipal Water District
Craig Miller, General Manager
14205 Meridian Parkway
Riverside, CA 92518

Riverside County Clerk
Attn: CEQA Filings
2724 Gateway Drive
Riverside, CA 92502-0751

Electronic Submittal (Jerrica)

State Clearinghouse
Governor's Office of Planning Research
1400 Tenth Street
Sacramento, CA 95814

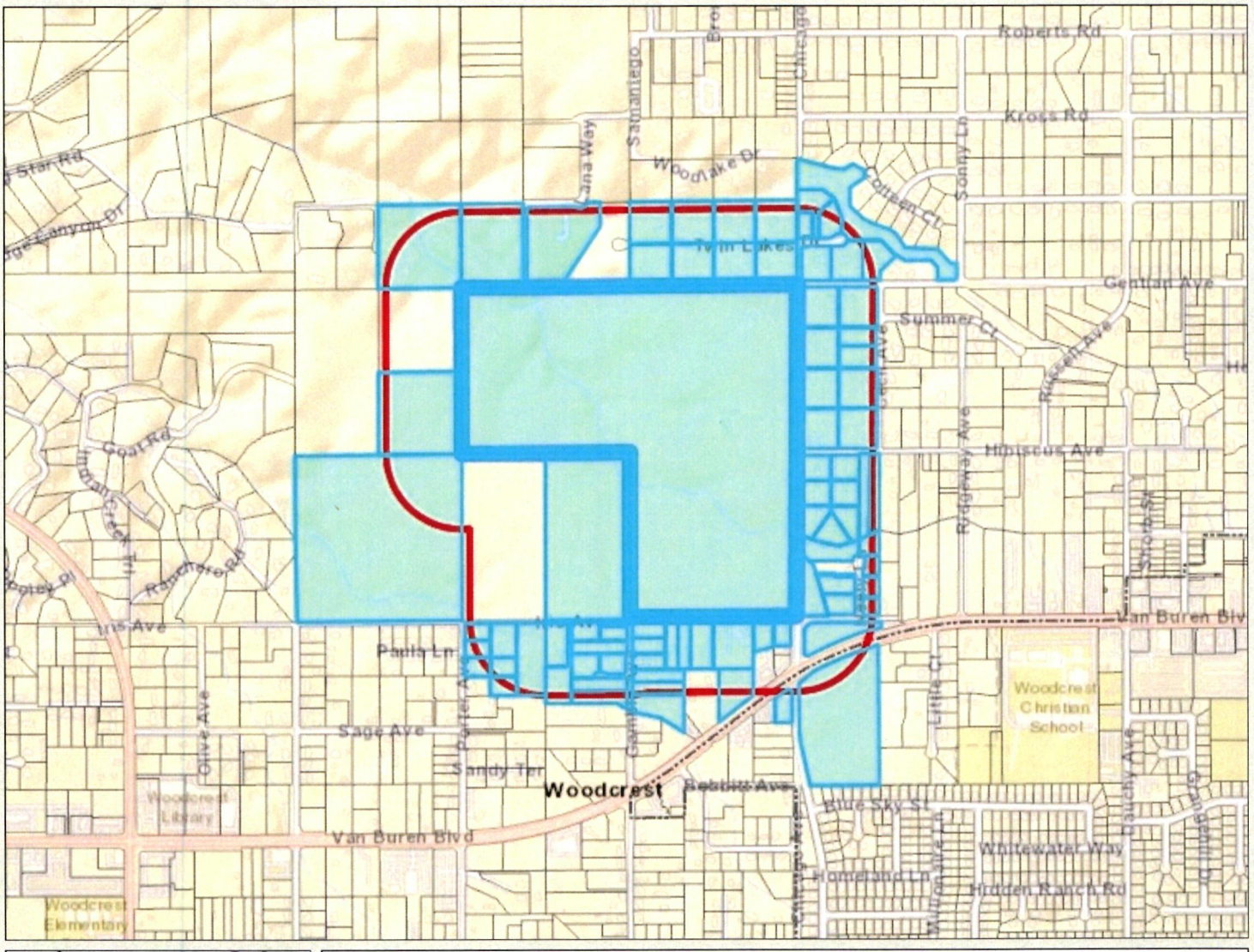
Electronic Submittal (Jerrica)

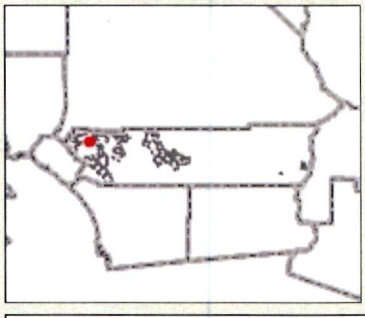
Riverside County Planning Department
Attn: Krista Mason
4080 Lemon Street, 12th Floor
Riverside, CA 92502-1409

FedEx

GPA220009, CZ2200031, TTM38510

Riverside County GIS Mailing Labels





Legend

- County Boundary
- Cities
- Parcels
- World_Street_Map

Notes

600 SF RADIUS

0 1,505 3,009 Feet

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON... 8/9/2025 11:50:14 PM

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RIVERSIDE COUNTY
PLANNING DEPARTMENT

John E. Hildebrand,
Planning Director

[illegible]

23.1

DATE: [illegible]

TO: [illegible]

FROM: [illegible]

ITEM: [illegible]

SUBJECT: **PUBLIC CORRESPONDENCE RECEIVED/ REVISION TO CONDITION OF APPROVAL**

[illegible]

[illegible]

[illegible]

Nancy Edwards
18170 Hibiscus Ave
Riverside, CA 92508

October 5, 2025

Riverside County Planning Department
Attn: Krista Mason
P.O. Box 1409, Riverside, CA 92502-140

Re: Support for the Arroyo Vista Project (TTM38510, CPA220009, CZ2200031, CEQ220090)

To Whom It May Concern,

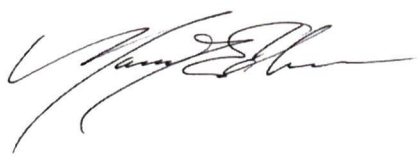
As a long-time resident of Woodcrest, I am writing to express my support for the Arroyo Vista Project. Having lived in this community for many years, we've tried to protect the rural lifestyle. Understanding the need for housing and changing times, I believe this project represents a thoughtful and responsible step forward.

The Developer of the project has worked with the community to design a project sensitive to the character of Woodcrest. Our community has long valued open space, thoughtful planning, and balanced growth, and from what I have seen, this project incorporates all of those priorities. The Applicant has taken careful consideration to demonstrate genuine effort to ensure the project enhances—not detracts from—our quality of life.

As someone deeply rooted in Woodcrest, I want to see our area grow in ways that honor its history while preparing for its future. I believe the Arroyo Vista Project does exactly that, and I respectfully urge you to approve it.

Thank you for your time and thoughtful consideration of this important project.

Sincerely,



Nancy Edwards
Long-Time Woodcrest Resident

Kay Therrien
18170 Hibiscus Ave
Riverside, CA 92508

October 5, 2025

Riverside County Planning Department
Attn: Krista Mason
P.O. Box 1409, Riverside, CA 92502-140

Re: Support for the Arroyo Vista Project (TTM38510, CPA220009, CZ2200031, CEQ220090)

To Whom It May Concern,

As a long-time resident of Woodcrest, I am writing to express my support for the Arroyo Vista Project. Having lived in this community for many years, we've tried to protect the rural lifestyle. Understanding the need for housing and changing times, I believe this project represents a thoughtful and responsible step forward.

The Developer of the project has worked with the community to design a project sensitive to the character of Woodcrest. Our community has long valued open space, thoughtful planning, and balanced growth, and from what I have seen, this project incorporates all of those priorities. The Applicant has taken careful consideration to demonstrate genuine effort to ensure the project enhances—not detracts from—our quality of life.

As someone deeply rooted in Woodcrest, I want to see our area grow in ways that honor its history while preparing for its future. I believe the Arroyo Vista Project does exactly that, and I respectfully urge you to approve it.

Thank you for your time and thoughtful consideration of this important project.

Sincerely,

Kay Therrien
Long-Time Woodcrest Resident

From: Hildebrand, John
To: Mason, Kristie; Moore, Sarah
Subject: FW: General Plan Amendment No. 220009, Change of Zone No. 2200031 and TTM No. 38510
Date: Monday, October 6, 2025 8:29:03 AM
Attachments: image002.png

Forwarding – Arroyo comment

From: Odenbaugh, Rania <ROdenbaugh@Rivco.org>
Sent: Monday, October 6, 2025 8:27 AM
To: Hildebrand, John <JHildebr@RIVCO.ORG>
Subject: FW: General Plan Amendment No. 220009, Change of Zone No. 2200031 and TTM No. 38510

FYI.

Thank you!

Rania Odenbaugh, MBA.,MPM.
TLMA Agency Director| County of Riverside
Transportation | Planning | Code Enforcement | Building & Safety | Aviation | ALUC
4080 Lemon Street, 14th Floor | Riverside, CA 92501
Tel: 951.955.3109| Email: rodenbaugh@rivco.org

From: Clerk of the Board <COB@RIVCO.ORG>
Sent: Friday, October 3, 2025 4:20 PM
To: Odenbaugh, Rania <ROdenbaugh@Rivco.org>; Moore, Sarah <SarMoore@Rivco.org>; District 4 Supervisor V. Manuel Perez <District4@RIVCO.ORG>; District 5 <District5@rivco.org>; District3 <District3@Rivco.org>; District3 Information <D3Email@RIVCO.ORG>; Office of 2nd District Supervisor <District2@rivco.org>; Supervisor Medina - 1st District <district1@RIVCO.ORG>; Britt, Kimberly <KBRITT@RIVCO.ORG>; Federico, Brooke <bcfederico@rivco.org>; Franco, Sarah <SMFRANCO@RIVCO.ORG>; Leach, Charissa <cleach@rivco.org>; Paradise, Michelle <MDParadise@rivco.org>; Perez, Juan <JCPEREZ@RIVCO.ORG>; Tran, Minh <MiTran@Rivco.org>; Van Wagenen, Jeffrey <JVanWagenen@RIVCO.ORG>
Cc: Boydd, April <ABOYDD@RIVCO.ORG>
Subject: FW: General Plan Amendment No. 220009, Change of Zone No. 2200031 and TTM No. 38510

Good afternoon,

Forwarding this Request to Speak for the Board of Supervisors meeting 10/07/2025 for agenda item 23.1.

Best regards,

Riverside County Clerk of the Board of Supervisors
(951) 955-1069 Fax (951) 955-1071
Mail Stop #1010
cob@rivco.org
website: http://rivcocob.org/
https://www.facebook.com/RivCoCOB/

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From: Kathleen Crook <kathleen.crook214@gmail.com>
Sent: Friday, October 3, 2025 4:17 PM
To: Clerk of the Board <COB@RIVCO.ORG>
Subject: General Plan Amendment No. 220009, Change of Zone No. 2200031 and TTM No. 38510

CAUTION: This email originated externally from the **Riverside County** email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

Dear Board of Supervisors,

My name is Kathleen Crook and my husband Ed and I live at 15765 Cartwright Drive in Riverside. My home shares a property line with the proposed project referenced above on the East boundary in the middle where Hibiscus Rd ends.

The project and zoning change as proposed in the Tentative Tract Map provides a transition to meet with the existing rural community I love so much. This was accomplished by placing the larger residential lots of ½ to 1 acre next to the existing homes on the north, east, northwest and southern project boundaries. It also limits ingress and egress to Van Buren Blvd. I support this as zoning change as proposed and the Tentative Tract Map as proposed.

Although it is not in the agenda description, the developer agreed to landscape screening and only building single story homes on the project boundaries to enhance the views for the existing neighbors. Additionally, any clustering of smaller lots and any two-story homes will be limited to the internal areas of the project. I support this as proposed.

Overall, I support the project and Tentative Tract Map as proposed. The key phrase here is "AS PROPOSED".

However, I have a couple of concerns I need to voice.

1st – once the zoning for the project is approved and zoning is changed to 10,000 sq. ft. lot minimum, my biggest fear is this developer or a future developer (if this developer backs out like others have before) could take over and scrap the current Tract Map plan and redesign it placing hundreds of more houses into the development and along the boundary. This bait and switch tactic, should it occur will destroy, our community and I strongly oppose that. I believe this zoning approval should only be contingent on the current plan. No modifications to add more houses should be allowed. The Sheriff struggles now to patrol the houses currently in this rural area. We don't need additional delays on emergency services here.

My other concern is the rainwater drainage that runs down the South side of Hibiscus Avenue along with the drainage from Cartwright Drive which runs through my property to a 6" clay pipe in my backyard that drains into the project development. This will have to be controlled and properly routed so my property does not flood when the development blocks off the existing water run off. For your reference, I had submitted comments and pictures about this problem with my response to the draft environmental impact report. This drainage issue will need to be addressed by the County and/or Developer.

In conclusion, I support the development plan and zoning change as proposed. But any alteration by adding more houses on smaller lots I will rescind my support and strongly oppose it.

Thank you.

Kathleen and Ed Crook

From: Pamela Heino
To: Office of 2nd District Supervisor; Supervisor Medina - 1st District; Mason, Krista; Clerk of the Board
Subject: Fwd: Opposition to Arroyo Vista-Board of Supervisors
Date: Saturday, September 27, 2025 4:58:55 PM

CAUTION: This email originated externally from the **Riverside County** email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

Dear Supervisor Karen Spiegel, Jose Medina, Krista Mason and Kimberly Rector,

I am forwarding you an attachment that I have discussed with Supervisor Spiegel and Medina on separate occasions regarding the Opposition to Arroyo Vista Development Plan due to Density for the Board of Supervisors, Riverside County meeting on Tuesday, October 7, 2025. Since I can not be at this meeting, I would appreciate you discussing the four major points in opposition to this development at this planned meeting. To accomplish this, I appreciate this letter being made available to all the Supervisors ahead of time.

Thank you for your attention to these details and consideration for maintaining some country feel in Woodcrest.
Sincerely,
Pamela Heino,
17715 Country Manor Lane,
Riverside, California 92508

From: Pamela <pamelaheino@hughes.net>
To: Pambarber <pambarber@aol.com>; Pamela <pamelaheino@hughes.net>; Richard <richnickum@hughes.net>
Date: Sunday, 21 September 2025 6:11 AM PDT
Subject: Opposition to Arroyo Vista-Board of Supervisors

Opposition to Arroyo Vista Density Plan for Board of Supervisors,

Riverside County

My name is Pamela Heino and I have lived in Woodcrest area of Riverside County for 36 years at 17715 Country Manor Lane,92508. My family like other neighbors, built our homes in this country area for this lifestyle! Arroyo Vista is requesting a zone change from the General Plan "Light agricultural,10acre lots minimum" to urban "One-Family Dwellings, 10,000 sq. ft. lot minimum" urban development. 10 acres is approximately 430,000 sq.ft. and Arroyo Vista is requesting 43 times smaller

lots. Many of us live on 1-2 acre lots with hoofed animals and we are requesting the planning department take this country life style into consideration for protection of a country feel. 1 & 2 acre lots would be a welcomed compromise! But per Arroyo Vista's plan, a minimum of 132 homes of the total of about 250 homes will be of the minimum 10,000 sq.ft. lot size. Less than 20 homes will be of 1 acre size and the rest will be on smaller urban home lot size. We have been asking for almost 3 years for less density! They have not been receptive of any compromise!

We have also expressed concern regarding the density of car travel this will generate on both Van Buren Blvd. and Alessandro Blvd. daily. The planning department projects that each freestanding home generates 10 car trips daily. This development will occur at the same time that the City of Riverside is proposing to build approximately 250 units at the old K-Mart site just 4 miles away. This car density will greatly affect our ability to move around by car. Especially since the State and County Official have indicated "no new major roadways will be funded".

My goal has been to summarize the issues we have been talking about with Arroyo Vista for at least 3 years, but no compromise has been made. I have been regularly attending Supervisor Speigle's Municipal Advisory Council meetings requesting less density. Instead of compromise, Arroyo Vista continues to advertise their project with homes on an average of 1.5 acres lot. Yet, Riverside County is requiring Alta Vista to honor the Indian cultural heritage of this site with approximately "23.75 acres of designated open space." More than half of their home lots are on less than a ¼ acre. **The Woodcrest Country Advocates are requesting less density!**

The fourth major issue we have identified and have regularly

communicated with Arroyo Vista representatives has been related to safety with the two designated entrances and exits both letting out on a two-lane county country road of Iris Avenue. We are requesting less density and a zone change compromise of 1 acre lots to be more represent of the existing County Planning Designation.

Please help maintain some semblance of country county Woodcrest by requiring Less Density.

THE PRESS-ENTERPRISE
KEEP YOUR EYES ON THE 'PRISE
pe.com

3512 14 Street
Riverside, California 92501
(951) 368-9229
cgonzales@scng.com

County of Riverside - Clerk of the Board
PO Box 1147
Riverside, California 92502

Account Number:	5209148
Ad Order Number:	0011754926
Customer's Reference/PO Number:	
Publication:	The Press-Enterprise
Publication Dates:	09/16/2025
Total Amount:	$1853.39
Payment Amount:	$0.00
Amount Due:	$1853.39
Notice ID:	BtFs9ZAlvGxtdPQFDwrg
Invoice Text:	NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A GENERAL PLAN AMENDMENT, CHANGE OF ZONE AND TENTATIVE TRACT MAP IN THE SECOND SUPERVISORIAL DISTRICT NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on Tuesday, October 7, 2025 at 10:00 A.M. or as soon as possible thereafter, to consider the Planning Commission's recommendation to approve General Plan Amendment No. 220009, Change Of Zone No. 2200031 and Tentative Tract Map No. 38510. GPA220009 is a request to modify the current land use designation from Rural Community: Very Low Density Residential (RC:VLDR) (1 du/acre) to Rural Community: Low Density Residential, (RC:LDR) (2 du/acre); CZ2200031 is a proposal to change the zoning classification from Light Agriculture, 10-acre minimum lot size (A-1-10) to One-Family Dwelling, 10,000 sq. ft. lot minimum, (R-1-10,000); TTM38510 is a Schedule A Map to subdivide the 140.8 gross acre project site. Approximately 88.09 acres into 231 residential lots (1.6 du/acre), ranging in size from 10,000 sq. ft. lots to a maximum of one-acre lots. The smaller lots (10,890 – 14,520 sq. ft. lots) will be clustered within the internal areas and the larger 0.5 to 1 acre lots will be along the north, east, northwest, and southern project boundaries. Approximately 23.75 acres will be designated as open space, 0.55 acre trailhead with parking, 5.39 acres for water quality basins, 22.29 acres of roadway dedication and a 0.48 acre dedication on Chicago Avenue. APN(s): 245-300-001;

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(951) 368-9229

County of Riverside - Clerk of the Board
PO Box 1147
Riverside, California 92502

Publication: The Press-Enterprise

PROOF OF PUBLICATION OF

Ad Desc: 0011754926

FILE NO. 0011754926

PROOF OF PUBLICATION

I am a citizen of the United States. I am over the age of eighteen years and not party to or interested in the above-entitled matter. I am an authorized representative of THE PRESS-ENTERPRISE, a newspaper of general circulation, printed and published daily in the County of Riverside, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Riverside, State of California, under date of April 25, 1952, Case Number 54446, under date of March 29, 1957, Case Number 65673, under date of August 25, 1995, Case Number 267864, and under date of September 16, 2013, Case Number RIC 1309013; that the notice, of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

09/16/2025

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Date: September 16, 2025.
At: Riverside, California

Christine Gonzalez

Signature

NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A GENERAL PLAN AMENDMENT, CHANGE OF ZONE AND TENTATIVE TRACT MAP IN THE SECOND SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on **Tuesday, October 7, 2025 at 10:00 A.M.** or as soon as possible thereafter, to consider the Planning Commission's recommendation to approve **General Plan Amendment No. 220009, Change Of Zone No. 2200031 and Tentative Tract Map No. 38510.** GPA220009 is a request to modify the current land use designation from Rural Community: Very Low Density Residential (RC:VLDR) (1 du/acre) to Rural Community: Low Density Residential, (RC:LDR) (2 du/acre); CZ2200031 is a proposal to change the zoning classification from Light Agriculture, 10-acre minimum lot size (A-1-10) to One-Family Dwelling, 10,000 sq. ft. lot minimum, (R-1-10,000); TTM38510 is a Schedule A Map to subdivide the 140.8 gross acre project site. Approximately 88.09 acres into 231 residential lots (1.6 du/acre), ranging in size from 10,000 sq. ft. lots to a maximum of one-acre lots. The smaller lots (10,890 – 14,520 sq. ft. lots) will be clustered within the internal areas and the larger 0.5 to 1 acre lots will be along the north, east, northwest, and southern project boundaries. Approximately 23.75 acres will be designated as open space, 0.55 acre trailhead with parking, 5.39 acres for water quality basins, 22.29 acres of roadway dedication and a 0.48 acre dedication on Chicago Avenue. APN(s): 245-300-001; 245-300-004. This proposed project is located North of Iris Avenue, south of Twin Lake Drive, east of Golden Star Avenue, and west of Chicago Avenue in the Second Supervisorial District.

The Riverside County Planning Department and the Planning Commission recommend that the Board of Supervisors find that the Project is **EXEMPT** from the California Environmental Quality Act (CEQA), **Approve General Plan Amendment No. 220009, Approve Change of Zone No. 2200031 and Approve Tentative Tract Map No. 38510.**

On September 3, 2025, the Planning Commission recommended approval of the project as stated to the Board of Supervisors on a vote of 5-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: https://planning.rctlma.org/Public-Hearings.

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT KRISTA MASON AT 951-955-1722 OR EMAIL AT KMASON@RIVCO.ORG.

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing will be submitted to the Board of Supervisors and the Board of Supervisors will consider such comments, in addition to any oral testimony, before making a decision on the project.

If you challenge the above item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the Planning Department or Board of Supervisors at, or prior to, the public hearing. Be advised that as a result of the public hearing and the consideration of all public comment, written and oral, the Board of Supervisors may amend, in whole or in part, the project and/or the related environmental document. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the project, may be changed in a way other than specifically proposed.

Alternative formats available upon request to individuals with disabilities. If you require reasonable accommodation, please contact Clerk of the Board at (951) 955-1069.

Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 or email cob@rivco.org

Dated: September 8, 2025 Kimberly A. Rector, Clerk of the Board
By: Naomy Sicra, Clerk of the Board Assistant

AVISO DE AUDIENCIA PÚBLICA ANTE LA JUNTA DE SUPERVISORES DEL CONDADO DE RIVERSIDE SOBRE UNA ENMIENDA AL PLAN GENERAL, CAMBIO DE ZONA Y MAPA TENTATIVO DE TRAMOS EN EL SEGUNDO DISTRITO DE SUPERVISIÓN

POR EL PRESENTE SE NOTIFICA que se llevará a cabo una audiencia pública en la que se escuchará a todas las personas interesadas, ante la Junta de Supervisores del Condado de Riverside, California, en la Sala de la Junta del 1.er piso, Centro Administrativo

del Condado, 4080 Lemon Street, Riverside, **el martes 7 de octubre de 2025 a las 10:00 a. m.** o lo antes posible después, considerar la recomendación de la Comisión de Planificación para aprobar **la Enmienda al Plan General No. 220009, el Cambio de Zona No. 2200031 y el Mapa Tentativo del Tramo No. 38510.** GPA220009 es una solicitud para modificar la designación actual del uso del suelo de Comunidad rural: residencial de muy baja densidad (RC:VLDR) (1 du/acre) a Comunidad rural: residencial de baja densidad (RC:LDR) (2 du/acre); CZ2200031 es una propuesta para cambiar la clasificación de zonificación de Agricultura ligera, tamaño mínimo de lote de 10 acres (A-1-10) a Vivienda unifamiliar, lote mínimo de 10 000 pies cuadrados (R-1-10 000); TTM38510 es un mapa del Anexo A para subdividir el sitio del proyecto de 140,8 acres brutos. Aproximadamente 88.09 acres en 231 lotes residenciales (1.6 du/acre), con tamaños que varían desde 10,000 pies cuadrados hasta un máximo de un acre. Los lotes más pequeños (de 10,890 a 14,520 pies cuadrados) se agruparán dentro de las áreas internas, mientras que los lotes más grandes, de 0.5 a 1 acre, se ubicarán a lo largo de los límites norte, este, noroeste y sur del proyecto. Se destinarán aproximadamente 23,75 acres a espacio abierto, 0,55 acres a un sendero con estacionamiento, 5,39 acres a cuencas de calidad del agua, 22,29 acres a la dedicación de la carretera y 0,48 acres a la dedicación de la Avenida Chicago. APN(s): 245-300-001; 245-300-004. Este proyecto propuesto se ubica al norte de la Avenida Iris, al sur de Twin Lake Drive, al este de la Avenida Golden Star y al oeste de la Avenida Chicago, en el Segundo Distrito de Supervisión.
El Departamento de Planificación del Condado de Riverside y la Comisión de Planificación recomiendan que la Junta de Supervisores determine que el Proyecto está **EXENTO** de la Ley de Calidad Ambiental de California (CEQA), **apruebe la Enmienda del Plan General No. 220009, apruebe el Cambio de Zona No. 2200031 y apruebe el Mapa de Tramo Tentativo No. 38510.**

El 3 de septiembre de 2025, la Comisión de Planificación recomendó la aprobación del proyecto, tal como se presentó a la Junta de Supervisores, con una votación de 5 a 0. Los documentos de la reunión del Departamento de Planificación sobre el proyecto propuesto pueden consultarse en línea, con la fecha de la audiencia de la Comisión de Planificación, en la página de Audiencias Públicas del sitio web del Departamento de Planificación: https://planning.rctlma.org/Public-Hearings.

PARA OBTENER MÁS INFORMACIÓN SOBRE ESTE PROYECTO, COMUNÍQUESE CON KRISTA MASON AL 951-955-1722 O ENVÍE UN CORREO ELECTRÓNICO A KMASON@RIVCO.ORG.

Cualquier persona que desee testificar a favor o en contra del proyecto podrá hacerlo por escrito entre la fecha de este aviso y la audiencia pública, o podrá comparecer y ser escuchada en la fecha y lugar indicados anteriormente. Todos los comentarios escritos recibidos antes de la audiencia pública se presentarán a la Junta de Supervisores, quien los considerará, además de cualquier testimonio oral, antes de tomar una decisión sobre el proyecto.

Si desafía el punto anterior ante el tribunal, podrá limitarse a plantear únicamente las cuestiones que usted u otra persona hayan planteado en la audiencia pública descrita en este aviso, o en correspondencia escrita dirigida al Departamento de Planificación o a la Junta de Supervisores durante la audiencia pública o con anterioridad a ella. Tenga en cuenta que, como resultado de la audiencia pública y de la consideración de todos los comentarios públicos, escritos y orales, la Junta de Supervisores podrá modificar, total o parcialmente, el proyecto o el documento ambiental correspondiente. En consecuencia, las designaciones, las normas de desarrollo, el diseño o las mejoras, o cualquier propiedad o terreno dentro de los límites del proyecto, podrán modificarse de forma distinta a la propuesta específica.
Formatos alternativos disponibles a solicitud para personas con discapacidad. Si necesita adaptaciones razonables, comuníquese con la secretaría de la Junta al (951) 955-1069.

Envíe toda correspondencia escrita a: secretaría de la Junta, 4080 Lemon St 1er piso, apartado postal 1147, Riverside, CA 92502-1147 o envíe un correo electrónico a cob@rivco.org.

Fecha: 8 de septiembre de 2025 Kimberly A. Rector, secretaria de Juntas
Por: Naomy Sicra, asistente de secretaría de Juntas
The Press-Enterprise
Published: 9/16/25

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Account Number:	5209148
Ad Order Number:	0011756597
Customer's Reference/PO Number:	
Publication:	The Press-Enterprise
Publication Dates:	09/26/2025
Total Amount:	$1407.06
Payment Amount:	$0.00
Amount Due:	$1407.06
Notice ID:	QVHgo4EW1PjtZqvNmTWn
Invoice Text:	REVISED NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A GENERAL PLAN AMENDMENT, CHANGE OF ZONE AND TENTATIVE TRACT MAP IN THE SECOND SUPERVISORIAL DISTRICT NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on Tuesday, October 7, 2025 at 10:00 A.M. or as soon as possible thereafter, to consider the Planning Commission's recommendation to approve General Plan Amendment No. 220009, Change Of Zone No. 2200031 and Tentative Tract Map No. 38510. GPA220009 is a request to modify the current land use designation from Rural Community: Very Low Density Residential (RC:VLDR) (1 du/acre) to Rural Community: Low Density Residential, (RC:LDR) (2 du/acre); CZ2200031 is a proposal to change the zoning classification from Light Agriculture, 10-acre minimum lot size (A-1-10) to One-Family Dwelling, 10,000 sq. ft. lot minimum, (R-1-10,000); TTM38510 is a Schedule A Map to subdivide the 140.8 gross acre project site. Approximately 88.09 acres into 231 residential lots (1.6 du/acre), ranging in size from 10,000 sq. ft. lots to a maximum of one-acre lots. The smaller lots (10,890 – 14,520 sq. ft. lots) will be clustered within the internal areas and the larger 0.5 to 1 acre lots will be along the north, east, northwest, and southern project boundaries. Approximately 23.75 acres will be designated as open space, 0.55 acre trailhead with parking, 5.39 acres for water quality basins, 22.29 acres of roadway dedication and a 0.48 acre dedication on

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County of Riverside - Clerk of the Board
PO Box 1147
Riverside, California 92502

Publication: The Press-Enterprise

PROOF OF PUBLICATION OF

Ad Desc: 0011756597

FILE NO. 0011756597

PROOF OF PUBLICATION

I am a citizen of the United States. I am over the age of eighteen years and not party to or interested in the above-entitled matter. I am an authorized representative of THE PRESS-ENTERPRISE, a newspaper of general circulation, printed and published daily in the County of Riverside, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Riverside, State of California, under date of April 25, 1952, Case Number 54446, under date of March 29, 1957, Case Number 65673, under date of August 25, 1995, Case Number 267864, and under date of September 16, 2013, Case Number RIC 1309013; that the notice, of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

09/26/2025

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Date: September 26, 2025.
At: Riverside, California

Signature

REVISED NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A GENERAL PLAN AMENDMENT, CHANGE OF ZONE AND TENTATIVE TRACT MAP IN THE SECOND SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on **Tuesday, October 7, 2025 at 10:00 A.M.** or as soon as possible thereafter, to consider the Planning Commission's recommendation to approve **General Plan Amendment No. 220009, Change Of Zone No. 2200031 and Tentative Tract Map No. 38510.** GPA220009 is a request to modify the current land use designation from Rural Community: Very Low Density Residential (RC:VLDR) (1 du/acre) to Rural Community: Low Density Residential, (RC:LDR) (2 du/acre); CZ2200031 is a proposal to change the zoning classification from Light Agriculture, 10-acre minimum lot size (A-1-10) to One-Family Dwelling, 10,000 sq. ft. lot minimum, (R-1-10,000); TTM38510 is a Schedule A Map to subdivide the 140.8 gross acre project site. Approximately 88.09 acres into 231 residential lots (1.6 du/acre), ranging in size from 10,000 sq. ft. lots to a maximum of one-acre lots. The smaller lots (10,890 – 14,520 sq. ft. lots) will be clustered within the internal areas and the larger 0.5 to 1 acre lots will be along the north, east, northwest, and southern project boundaries. Approximately 23.75 acres will be designated as open space, 0.55 acre trailhead with parking, 5.39 acres for water quality basins, 22.29 acres of roadway dedication and a 0.48 acre dedication on Chicago Avenue. APN(s): 245-300-001; 245-300-004. This proposed project is located North of Iris Avenue, south of Twin Lake Drive, east of Golden Star Avenue, and west of Chicago Avenue in the Second Supervisorial District.

The Riverside County Planning Department and the Planning Commission recommend that the Board of Supervisors find that the Project is **NOT EXEMPT** from the California Environmental Quality Act (CEQA) and it requires to Certify an Environmental Impact Report (EIR), **Approve General Plan Amendment No. 220009, Approve Change of Zone No. 2200031 and Approve Tentative Tract Map No. 38510.**

On September 3, 2025, the Planning Commission recommended approval of the project as stated to the Board of Supervisors on a vote of 5-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: https://planning.rctlma.org/Public-Hearings.

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT KRISTA MASON AT 951-955-1722 OR EMAIL AT KMASON@RIVCO.ORG.

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing will be submitted to the Board of Supervisors and the Board of Supervisors will consider such comments, in addition to any oral testimony, before making a decision on the project.

If you challenge the above item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the Planning Department or Board of Supervisors at, or prior to, the public hearing. Be advised that as a result of the public hearing and the consideration of all public comment, written and oral, the Board of Supervisors may amend, in whole or in part, the project and/or the related environmental document. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the project, may be changed in a way other than specifically proposed.

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Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 or email cob@rivco.org

Dated: September 19, 2025
Kimberly A. Rector, Clerk of the Board
By: Cindy Fernandez, Supervisors Board Assistant

REVISDO AVISO DE AUDIENCIA PÚBLICA ANTE LA JUNTA DE SUPERVISORES DEL CONDADO DE RIVERSIDE SOBRE UNA ENMIENDA AL PLAN GENERAL, CAMBIO DE ZONA Y MAPA TENTATIVO DE TRAMOS EN EL SEGUNDO DISTRITO DE SUPERVISIÓN

POR EL PRESENTE SE NOTIFICA que se llevará a cabo una audiencia pública en la que se escuchará a todas las personas

interesadas, ante la Junta de Supervisores del Condado de Riverside, California, en la Sala de la Junta del 1.er piso, Centro Administrativo del Condado, 4080 Lemon Street, Riverside, **el martes 7 de octubre de 2025 a las 10:00 a. m.** o lo antes posible después, considerar la recomendación de la Comisión de Planificación para aprobar **la Enmienda al Plan General No. 220009, el Cambio de Zona No. 2200031 y el Mapa Tentativo del Tramo No. 38510.** GPA220009 es una solicitud para modificar la designación actual del uso del suelo de Comunidad rural: residencial de muy baja densidad (RC:VLDR) (1 du/acre) a Comunidad rural: residencial de baja densidad (RC:LDR) (2 du/acre); CZ2200031 es una propuesta para cambiar la clasificación de zonificación de Agricultura ligera, tamaño mínimo de lote de 10 acres (A-1-10) a Vivienda unifamiliar, lote mínimo de 10 000 pies cuadrados (R-1-10 000); TTM38510 es un mapa del Anexo A para subdividir el sitio del proyecto de 140,8 acres brutos. Aproximadamente 88.09 acres en 231 lotes residenciales (1.6 du/acre), con tamaños que varían desde 10,000 pies cuadrados hasta un máximo de un acre. Los lotes más pequeños (de 10,890 a 14,520 pies cuadrados) se agruparán dentro de las áreas internas, mientras que los lotes más grandes, de 0.5 a 1 acre, se ubicarán a lo largo de los límites norte, este, noroeste y sur del proyecto. Se destinarán aproximadamente 23,75 acres a espacio abierto, 0,55 acres a un sendero con estacionamiento, 5,39 acres a cuencas de calidad del agua, 22,29 acres a la dedicación de la carretera y 0,48 acres a la dedicación de la Avenida Chicago. APN(s): 245-300-001; 245-300-004. Este proyecto propuesto se ubica al norte de la Avenida Iris, al sur de Twin Lake Drive, al este de la Avenida Golden Star y al oeste de la Avenida Chicago, en el Segundo Distrito de Supervisión.

El Departamento de Planificación del Condado de Riverside y la Comisión de Planificación recomiendan que la Junta de Supervisores determine que el Proyecto está **NO EXENTO** de la Ley de Calidad Ambiental de California (CEQA) y requiere certificar un Informe de Impacto Ambiental (EIR), **apruebe la Enmienda del Plan General No. 220009, apruebe el Cambio de Zona No. 2200031 y apruebe el Mapa de Tramo Tentativo No. 38510.**

El 3 de septiembre de 2025, la Comisión de Planificación recomendó la aprobación del proyecto, tal como se presentó a la Junta de Supervisores, con una votación de 5 a 0. Los documentos de la reunión del Departamento de Planificación sobre el proyecto propuesto pueden consultarse en línea, con la fecha de la audiencia de la Comisión de Planificación, en la página de Audiencias Públicas del sitio web del Departamento de Planificación: https://planning.rctlma.org/Public-Hearings.

PARA OBTENER MÁS INFORMACIÓN SOBRE ESTE PROYECTO, COMUNÍQUESE CON KRISTA MASON AL 951-955-1722 O ENVÍE UN CORREO ELECTRÓNICO A KMASON@RIVCO.ORG.

Cualquier persona que desee testificar a favor o en contra del proyecto podrá hacerlo por escrito entre la fecha de este aviso y la audiencia pública, o podrá comparecer y ser escuchada en la fecha y lugar indicados anteriormente. Todos los comentarios escritos recibidos antes de la audiencia pública se presentarán a la Junta de Supervisores, quien los considerará, además de cualquier testimonio oral, antes de tomar una decisión sobre el proyecto.

Si desafía el punto anterior ante el tribunal, podrá limitarse a plantear únicamente las cuestiones que usted u otra persona hayan planteado en la audiencia pública descrita en este aviso, o en correspondencia escrita dirigida al Departamento de Planificación o a la Junta de Supervisores durante la audiencia pública o con anterioridad a ella. Tenga en cuenta que, como resultado de la audiencia pública y de la consideración de todos los comentarios públicos, escritos y orales, la Junta de Supervisores podrá modificar, total o parcialmente, el proyecto o el documento ambiental correspondiente. En consecuencia, las designaciones, las normas de desarrollo, el diseño o las mejoras, o cualquier propiedad o terreno dentro de los límites del proyecto, podrán modificarse de forma distinta a la propuesta específica.

Formatos alternativos disponibles a solicitud para personas con discapacidad. Si necesita adaptaciones razonables, comuníquese con la secretaría de la Junta al (951) 955-1069.

Envíe toda correspondencia escrita a: secretaría de la junta, 4080 Lemon St 1er piso, apartado postal 1147, Riverside, CA 92502-1147 o envíe un correo electrónico a cob@rivco.org.

Fecha: 19 de septiembre de 2025
Kimberly A. Rector, secretaría de juntas
Por: Cindy Fernandez, Asistente de la Junta de Supervisores
The Press-Enterprise
Published: 9/26/25

90 X 2 = 180

RIVERSIDE COUNTY
PLANNING DEPARTMENT

Charissa Leach, P.E.
TLMA Director

DATE: September 5, 2025

TO: Clerk of the Board of Supervisors

FROM: Planning Department – Riverside – **Krista Mason, Project Planner**
BOS Date: October 07, 2025

SUBJECT: **MT#28833 TRANSPORTATION & LAND MANAGEMENT AGENCY/PLANNING: PUBLIC HEARING ON THE PLANNING COMMISSION'S DECISION TO APPROVE GENERAL PLAN AMENDMENT NO. 220009 (GPA220009), CHANGE OF ZONE NO. 2200031 (CZ2200031), AND TENTATIVE TRACT MAP NO. 38510 (TTM38510)** – Intent to Certify an Environmental Impact Report (EIR) – CEQ220090 – Applicant: TTLC Riverside Chicago, LLC., Michael Torres – Engineer/Representative: TK Consulting, Inc., Tim Kihm – Second Supervisorial District – Woodcrest Zoning District – Lake Mathews/Woodcrest Area Plan: Rural Community: Very Low Density Residential (RC:VLDR) – Location: North of Iris Avenue, south of Twin Lake Drive, east of Golden Star Avenue, and west of Chicago Avenue – 140.8 Gross Acres – Zoning: Light Agriculture, 10-acre lot minimum (A-1-10). – REQUEST: GPA220009 is a request to modify the current land use designation from Rural Community: Very Low Density Residential (RC:VLDR) (1 du/acre) to Rural Community: Low Density Residential, (RC:LDR) (2 du/acre); CZ2200031 is a proposal to change the zoning classification from Light Agriculture, 10-acre minimum lot size (A-1-10) to One-Family Dwelling, 10,000 sq. ft. lot minimum, (R-1-10,000); TTM38510 is a Schedule A Map to subdivide the 140.8 gross acre project site. Approximately 88.09 acres into 231 residential lots (1.6 du/acre), ranging in size from 10,000 sq. ft. lots to a maximum of one-acre lots. The smaller lots (10,890 – 14,520 sq. ft. lots) will be clustered within the internal areas and the larger 0.5 to 1 acre lots will be along the north, east, northwest, and southern project boundaries. Approximately 23.75 acres will be designated as open space, 0.55 acre trailhead with parking, 5.39 acres for water quality basins, 22.29 acres of roadway dedication and a 0.48 acre dedication on Chicago Avenue. APN(s): 245-300-001; 245-300-004- Applicant Fees 100% [District 2]

Planning Commission Date: 09/03/2025 / **Commissioner Vote:** 5-0
The attached item(s) require the following action(s) by the Board of Supervisors:

☐ Place on Administrative Action

☒ Set for Hearing (Legislative Action Required; CZ, GPA, SP, SPA)

☒ Labels provided If Set For Hearing
☒ 10 Day ☐ 20 Day ☐ 30 day

☒ Publish in Newspaper:
(2nd Dist) Press Enterprise

Is not CEQA exempt
Present notices 9/18/25

☐ CEQA Exempt
☐ 10 Day ☐ 20 Day ☐ 30 day

☒ Notify Property Owners (app/agencies/property owner labels provided)

Designate Newspaper used by Planning Department for Notice of Hearing:
(2nd Dist) Press Enterprise

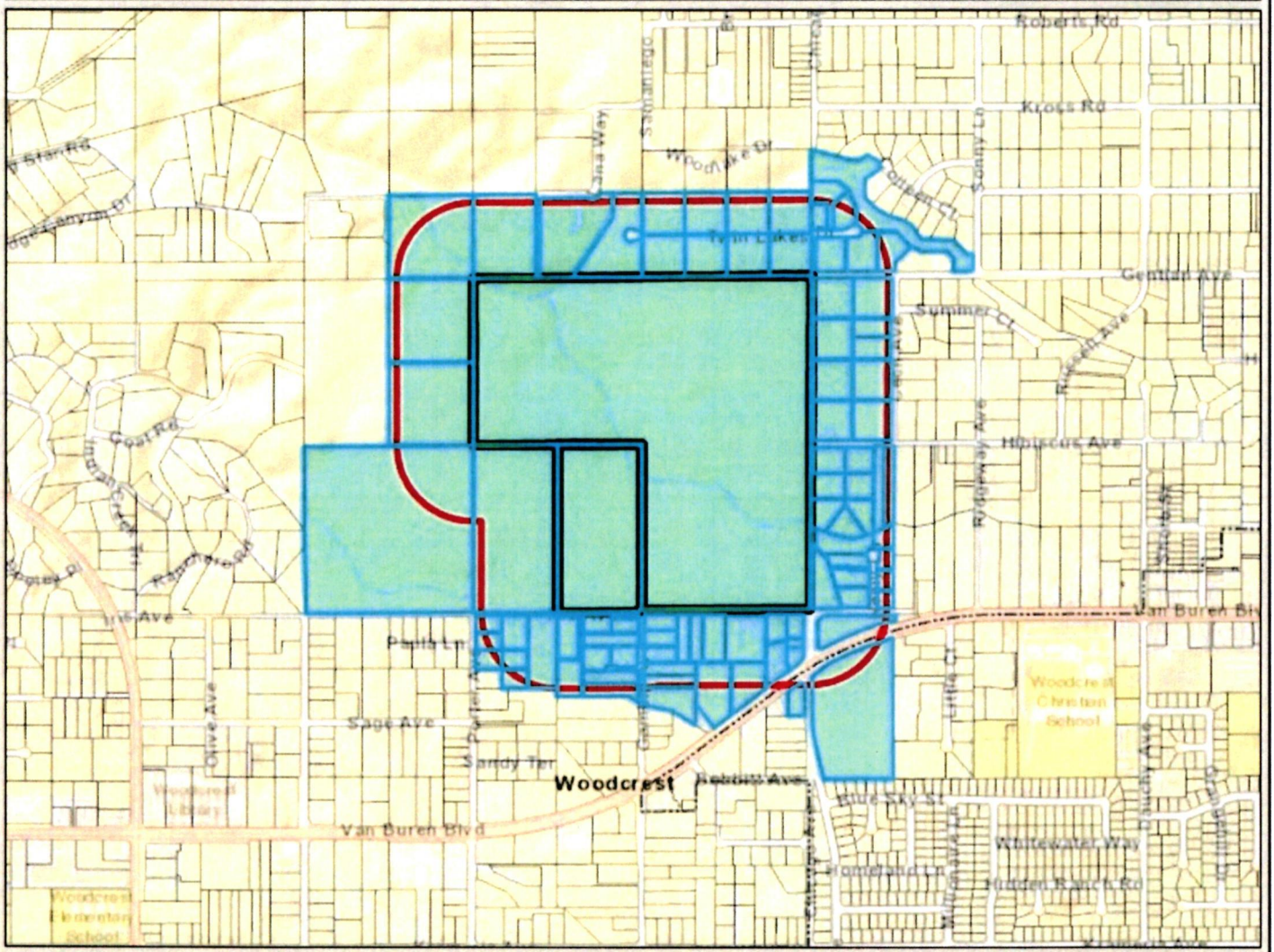
RECEIVED RIVERSIDE COUNTY CLERK/BOARD OF SUPERVISORS
2025 SEP 18 PM 12:11

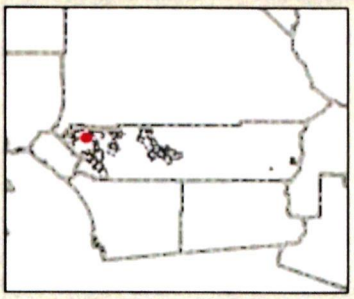
Riverside Office · 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-1811

Desert Office · 77-588 Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7040

GPA220009, CZ2200031, TTM38510

Riverside County GIS Mailing Labels





Legend

- County Boundary
- Cities
- Parcels
- World_Street_Map

Notes

600 FT RADIUS

0 1,505 3,009 Feet

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

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GPA240070

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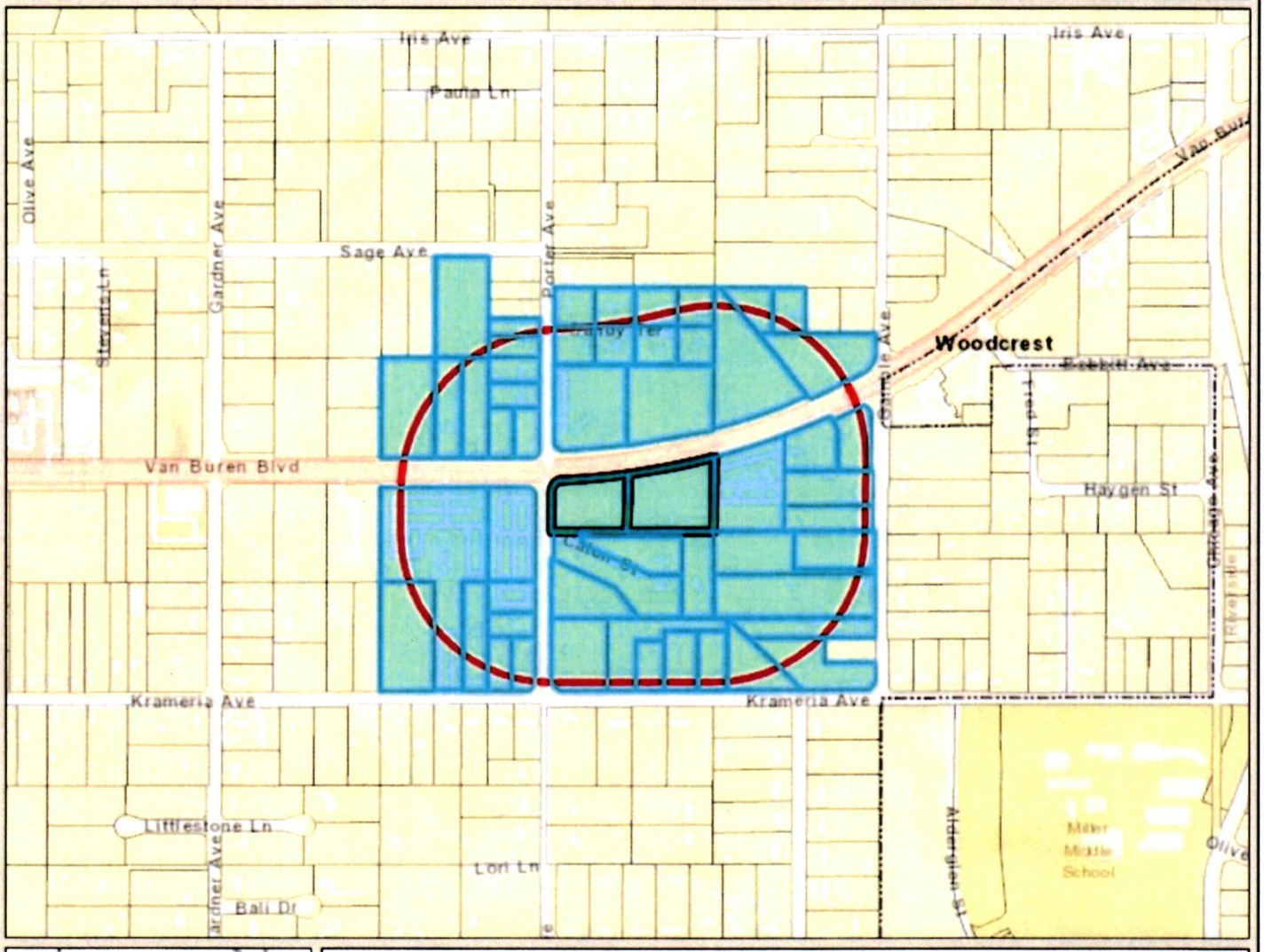

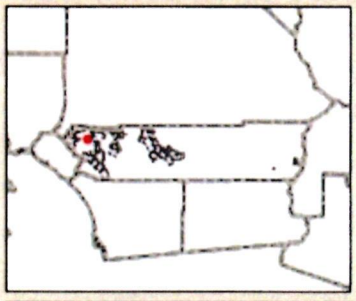

Legend

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- Parcels
- World_Street_Map

Notes

600FT RADIUS

0 752 1,505 Feet

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REPORT PRINTED ON... 9/12/2025 3:24:10 PM

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OFFICE OF THE
CLERK OF THE BOARD OF SUPERVISORS
1st FLOOR, COUNTY ADMINISTRATIVE CENTER
P.O. BOX 1147, 4080 LEMON STREET
RIVERSIDE, CA 92502-1147
PHONE: (951) 955-1060 FAX: (951) 955-1071

KIMBERLY A. RECTOR
Clerk of the Board of Supervisors

APRIL BOYDD
Assistant Clerk of the Board

September 19, 2025

THE PRESS ENTERPRISE
ATTN: LEGALS
P.O. BOX 792
RIVERSIDE, CA 92501

PH : (951) 368-9229
E-MAIL: legals@pe.com

RE: **NOTICE OF PUBLIC HEARING: GENERAL PLAN AMENDMENT NO. 220009, CHANGE OF ZONE NO. 2200031, AND TENTATIVE TRACT MAP NO. 38510**

To Whom It May Concern:

Attached is a copy for publication in your newspaper for **ONE (1) TIME on Friday, September 26, 2025.**

We require your affidavit of publication immediately upon completion of the last publication.

Your invoice must be submitted to this office, WITH TWO CLIPPINGS OF THE PUBLICATION.

NOTE: PLEASE COMPOSE THIS PUBLICATION INTO A SINGLE COLUMN FORMAT.

Thank you in advance for your assistance and expertise.

Sincerely,

Cindy Fernandez
Supervisors Board Assistant:
KIMBERLY RECTOR, CLERK OF THE BOARD

REVISED NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A GENERAL PLAN AMENDMENT, CHANGE OF ZONE AND TENTATIVE TRACT MAP IN THE SECOND SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on **Tuesday, October 7, 2025 at 10:00 A.M.** or as soon as possible thereafter, to consider the Planning Commission's recommendation to approve **General Plan Amendment No. 220009, Change Of Zone No. 2200031 and Tentative Tract Map No. 38510.** GPA220009 is a request to modify the current land use designation from Rural Community: Very Low Density Residential (RC:VLDR) (1 du/acre) to Rural Community: Low Density Residential, (RC:LDR) (2 du/acre); CZ2200031 is a proposal to change the zoning classification from Light Agriculture, 10-acre minimum lot size (A-1-10) to One-Family Dwelling, 10,000 sq. ft. lot minimum, (R-1-10,000); TTM38510 is a Schedule A Map to subdivide the 140.8 gross acre project site. Approximately 88.09 acres into 231 residential lots (1.6 du/acre), ranging in size from 10,000 sq. ft. lots to a maximum of one-acre lots. The smaller lots (10,890 – 14,520 sq. ft. lots) will be clustered within the internal areas and the larger 0.5 to 1 acre lots will be along the north, east, northwest, and southern project boundaries. Approximately 23.75 acres will be designated as open space, 0.55 acre trailhead with parking, 5.39 acres for water quality basins, 22.29 acres of roadway dedication and a 0.48 acre dedication on Chicago Avenue. APN(s): 245-300-001; 245-300-004. This proposed project is located North of Iris Avenue, south of Twin Lake Drive, east of Golden Star Avenue, and west of Chicago Avenue in the Second Supervisorial District.

The Riverside County Planning Department and the Planning Commission recommend that the Board of Supervisors find that the Project is **NOT EXEMPT** from the California Environmental Quality Act (CEQA) and it requires to Certify an Environmental Impact Report (EIR), **Approve General Plan Amendment No. 220009, Approve Change of Zone No. 2200031 and Approve Tentative Tract Map No. 38510.**

On September 3, 2025, the Planning Commission recommended approval of the project as stated to the Board of Supervisors on a vote of 5-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: https://planning.rctlma.org/Public-Hearings.

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT KRISTA MASON AT 951-955-1722 OR EMAIL AT KMASON@RIVCO.ORG.

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing will be submitted to the Board of Supervisors and the Board of Supervisors will consider such comments, in addition to any oral testimony, before making a decision on the project.

If you challenge the above item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the Planning Department or Board of Supervisors at, or prior to, the public hearing. Be advised that as a result of the public hearing and the consideration of all public comment, written and oral, the Board of Supervisors may amend, in whole or in part, the project and/or the related environmental document. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the project, may be changed in a way other than specifically proposed.

Alternative formats available upon request to individuals with disabilities. If you require reasonable accommodation, please contact Clerk of the Board at (951) 955-1069.

Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 or email cob@rivco.org

Dated: September 19, 2025

Kimberly A. Rector, Clerk of the Board
By: Cindy Fernandez, Supervisors Board Assistant

REVISDO AVISO DE AUDIENCIA PÚBLICA ANTE LA JUNTA DE SUPERVISORES DEL CONDADO DE RIVERSIDE SOBRE UNA ENMIENDA AL PLAN GENERAL, CAMBIO DE ZONA Y MAPA TENTATIVO DE TRAMOS EN EL SEGUNDO DISTRITO DE SUPERVISIÓN

POR EL PRESENTE SE NOTIFICA que se llevará a cabo una audiencia pública en la que se escuchará a todas las personas interesadas, ante la Junta de Supervisores del Condado de Riverside, California, en la Sala de la Junta del 1.er piso, Centro Administrativo del Condado, 4080 Lemon Street, Riverside, **el martes 7 de octubre de 2025 a las 10:00 a. m.** o lo antes posible después, considerar la recomendación de la Comisión de Planificación para aprobar **la Enmienda al Plan General No. 220009, el Cambio de Zona No. 2200031 y el Mapa Tentativo del Tramo No. 38510.** GPA220009 es una solicitud para modificar la designación actual del uso del suelo de Comunidad rural: residencial de muy baja densidad (RC:VLDR) (1 du/acre) a Comunidad rural: residencial de baja densidad (RC:LDR) (2 du/acre); CZ2200031 es una propuesta para cambiar la clasificación de zonificación de Agricultura ligera, tamaño mínimo de lote de 10 acres (A-1-10) a Vivienda unifamiliar, lote mínimo de 10 000 pies cuadrados (R-1-10 000); TTM38510 es un mapa del Anexo A para subdividir el sitio del proyecto de 140,8 acres brutos. Aproximadamente 88.09 acres en 231 lotes residenciales (1.6 du/acre), con tamaños que varían desde 10,000 pies cuadrados hasta un máximo de un acre. Los lotes más pequeños (de 10,890 a 14,520 pies cuadrados) se agruparán dentro de las áreas internas, mientras que los lotes más grandes, de 0.5 a 1 acre, se ubicarán a lo largo de los límites norte, este, noroeste y sur del proyecto. Se destinarán aproximadamente 23,75 acres a espacio abierto, 0,55 acres a un sendero con estacionamiento, 5,39 acres a cuencas de calidad del agua, 22,29 acres a la dedicación de la carretera y 0,48 acres a la dedicación de la Avenida Chicago. APN(s): 245-300-001; 245-300-004. Este proyecto propuesto se ubica al norte de la Avenida Iris, al sur de Twin Lake Drive, al este de la Avenida Golden Star y al oeste de la Avenida Chicago, en el Segundo Distrito de Supervisión.

El Departamento de Planificación del Condado de Riverside y la Comisión de Planificación recomiendan que la Junta de Supervisores determine que el Proyecto está **NO EXENTO** de la Ley de Calidad Ambiental de California (CEQA) y requiere Certificar un Informe de Impacto Ambiental (EIR), **apruebe la Enmienda del Plan General No. 220009, apruebe el Cambio de Zona No. 2200031 y apruebe el Mapa de Tramo Tentativo No. 38510**.

El 3 de septiembre de 2025, la Comisión de Planificación recomendó la aprobación del proyecto, tal como se presentó a la Junta de Supervisores, con una votación de 5 a 0. Los documentos de la reunión del Departamento de Planificación sobre el proyecto propuesto pueden consultarse en línea, con la fecha de la audiencia de la Comisión de Planificación, en la página de Audiencias Públicas del sitio web del Departamento de Planificación: https://planning.rctlma.org/Public-Hearings.

PARA OBTENER MÁS INFORMACIÓN SOBRE ESTE PROYECTO, COMUNÍQUESE CON KRISTA MASON AL 951-955-1722 O ENVÍE UN CORREO ELECTRÓNICO A KMASON@RIVCO.ORG.

Cualquier persona que desee testificar a favor o en contra del proyecto podrá hacerlo por escrito entre la fecha de este aviso y la audiencia pública, o podrá comparecer y ser escuchada en la fecha y lugar indicados anteriormente. Todos los comentarios escritos recibidos antes de la audiencia pública se presentarán a la Junta de Supervisores, quien los considerará, además de cualquier testimonio oral, antes de tomar una decisión sobre el proyecto.

Si desafía el punto anterior ante el tribunal, podrá limitarse a plantear únicamente las cuestiones que usted u otra persona hayan planteado en la audiencia pública descrita en este aviso, o en correspondencia escrita dirigida al Departamento de Planificación o a la Junta de Supervisores durante la audiencia pública o con anterioridad a ella. Tenga en cuenta que, como resultado de la audiencia pública y de la consideración de todos los comentarios públicos, escritos y orales, la Junta de Supervisores podrá modificar, total o parcialmente, el proyecto o el documento ambiental correspondiente. En consecuencia, las designaciones, las normas de desarrollo, el diseño o las mejoras, o cualquier propiedad o terreno dentro de los límites del proyecto, podrán modificarse de forma distinta a la propuesta específica.
Formatos alternativos disponibles a solicitud para personas con discapacidad. Si necesita adaptaciones razonables, comuníquese con la secretaria de la Junta al (951) 955-1069.

Envié toda correspondencia escrita a: secretaria de la junta, 4080 Lemon St 1er piso, apartado postal 1147, Riverside, CA 92502-1147 o envié un correo electrónico a cob@rivco.org.

Fecha: 19 de septiembre de 2025

Kimberly A. Rector, secretaria de juntas
Por: Cindy Fernandez, Asistente de la Junta de Supervisores

CERTIFICATE OF MAILING

(Original copy, duly executed, must be attached to
the original document at the time of filing)

I, Cindy Fernandez, Supervisors Board Assistant, do hereby certify that I am not a party to the within action or proceeding; that on September 19, 2025, I mailed a copy of the following document:

NOTICE OF PUBLIC HEARING

GPA220009, CZ2200031 and TTM38510

to the parties listed in the attached labels, by depositing said copy with postage thereon fully prepaid, in the United States Post Office, 3890 Orange St., Riverside, California, 92501.

Board Agenda Date: October 7, 2025 @ 10:00 a.m.

SIGNATURE: *Cindy Fernandez* DATE: September 19, 2025
Cindy Fernandez

CERTIFICATE OF POSTING

(Original copy, duly executed, must be attached to
the original document at the time of filing)

I, Cindy Fernandez, Supervisors Board Assistant, do hereby certify that I am not a party to the within action or proceeding; that on September 19, 2025, I forwarded to Riverside County Clerk & Recorder's Office a copy of the following document:

NOTICE OF PUBLIC HEARING

GPA220009, CZ2200031 and TTM38510

to be posted in the office of the County Clerk at 2724 Gateway Drive, Riverside, California 92507. Upon completion of posting, the County Clerk will provide the required certification of posting.

Board Agenda Date: October 7, 2025 @ 10:00 a.m.

SIGNATURE: *Cindy Fernandez* DATE: September 19, 2025
Cindy Fernandez

Peter Aldana
Riverside County
Assessor-County Clerk-Recorder
2724 Gateway Drive
Riverside, CA 92507
(951) 486-7000
www.rivcoacr.org

Receipt: 25-286012

Product	Name	Extended
FISH	CLERK FISH AND GAME FILINGS	$0.00
	# Pages	3
	Document #	E-202500831
	Filing Type	8
	State Fee Prev Charged	false
	No Charge Clerk Fee	false
Total		$0.00
Change (Cash)		$0.00

9/19/25, 10:01 AM PST
Gateway Clerk

State of California - Department of Fish and Wildlife

2025 ENVIRONMENTAL DOCUMENT FILING FEE

CASH RECEIPT

DFW 753.5a (REV. 01/01/25) Previously DFG 753.5a

RECEIPT NUMBER:
25-286012
STATE CLEARINGHOUSE NUMBER *(If applicable)*

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY	LEAD AGENCY EMAIL	DATE
CLERK OF THE BOARD OF SUPERVISORS	COB@RIVCO.ORG	09/19/2025

COUNTY/STATE AGENCY OF FILING	DOCUMENT NUMBER
RIVERSIDE	E-202500831

PROJECT TITLE

GPA220009, C2200031, TTM38510

PROJECT APPLICANT NAME	PROJECT APPLICANT EMAIL	PHONE NUMBER
CLERK OF THE BOARD OF SUPERVISORS	COB@RIVCO.ORG	(951) 955-1069

PROJECT APPLICANT ADDRESS	CITY	STATE	ZIP CODE
4080 LEMON ST. 1ST FLOOR,	RIVERSIDE	CA	92501

PROJECT APPLICANT *(Check appropriate box)*

☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR)	$4,123.50	$
☐ Mitigated/Negative Declaration (MND)(ND)	$2,968.75	$
☐ Certified Regulatory Program (CRP) document - payment due directly to CDFW	$1,401.75	$

☐ Exempt from fee

- ☐ Notice of Exemption (attach)
- ☐ CDFW No Effect Determination (attach)

☐ Fee previously paid (attach previously issued cash receipt copy)

☐ Water Right Application or Petition Fee (State Water Resources Control Board only)	$850.00	$
☐ County documentary handling fee		$ $0.00
☐ Other		$

PAYMENT METHOD:

☐ Cash ☐ Credit ☐ Check ☒ Other **TOTAL RECEIVED** $ $0.00

SIGNATURE	AGENCY OF FILING PRINTED NAME AND TITLE
X	Deputy Jessica Arevalo

ORIGINAL - PROJECT APPLICANT | COPY - CDFW/ASB | COPY - LEAD AGENCY | COPY - COUNTY CLERK | DFW 753.5a (Rev. 01012025)

Lead Agency: Clerk of the Board
ATTN:
Address: 4080 Lemon St, 1st Floor
Post Office Box 1147
Riverside, CA 92502

FILED / POSTED
County of Riverside
Peter Aldana
Assessor-County Clerk-Recorder
E-202500831
09/19/2025 10:01 AM Fee: $ 0.00
Page 1 of 3
Removed: By: Deputy

Project Title

GPA220009, C2200031, TTM38510

Filing Type

- ☐ Environmental Impact Report
- ☐ Mitigated/Negative Declaration
- ☐ Notice of Exemption
- ☑ Other: Revised Notice of Public Hearing

Notes

REVISED NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A GENERAL PLAN AMENDMENT, CHANGE OF ZONE AND TENTATIVE TRACT MAP IN THE SECOND SUPERVISORIAL DISTRICT

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On September 3, 2025, the Planning Commission recommended approval of the project as stated to the Board of Supervisors on a vote of 5-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: https://planning.rctlma.org/Public-Hearings.

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Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 or email cob@rivco.org

Dated: September 19, 2025

Kimberly A. Rector, Clerk of the Board
By: Cindy Fernandez, Supervisors Board Assistant

REVISADO AVISO DE AUDIENCIA PÚBLICA ANTE LA JUNTA DE SUPERVISORES DEL CONDADO DE RIVERSIDE SOBRE UNA ENMIENDA AL PLAN GENERAL, CAMBIO DE ZONA Y MAPA TENTATIVO DE TRAMOS EN EL SEGUNDO DISTRITO SUPERVISORIAL

POR EL PRESENTE SE NOTIFICA que se llevará a cabo una audiencia pública en la que se escuchará a todas las personas interesadas, ante la Junta de Supervisores del Condado de Riverside, California, en la Sala de la Junta del 1.er piso, Centro Administrativo del Condado, 4080 Lemon Street, Riverside, **el martes 7 de octubre de 2025 a las 10:00 a. m.** o lo antes posible después, considerar la recomendación de la Comisión de Planificación para aprobar **la Enmienda al Plan General No. 220009, el Cambio de Zona No. 2200031 y el Mapa Tentativo del Tramo No. 38510.** GPA220009 es una solicitud para modificar la designación actual del uso del suelo de Comunidad rural: residencial de muy baja densidad (RC:VLDR) (1 du/acre) a Comunidad rural: residencial de baja densidad (RC:LDR) (2 du/acre); CZ2200031 es una propuesta para cambiar la clasificación de zonificación de Agricultura ligera, tamaño mínimo de lote de 10 acres (A-1-10) a Vivienda unifamiliar, lote mínimo de 10 000 pies cuadrados (R-1-10 000); TTM38510 es un mapa del Anexo A para subdividir el sitio del proyecto de 140,8 acres brutos. Aproximadamente 88.09 acres en 231 lotes residenciales (1.6 du/acre), con tamaños que varían desde 10,000 pies cuadrados hasta un máximo de un acre. Los lotes más pequeños (de 10,890 a 14,520 pies cuadrados) se agruparán dentro de las áreas internas, mientras que los lotes más grandes, de 0.5 a 1 acre, se ubicarán a lo largo de los límites norte, este, noroeste y sur del proyecto. Se destinarán aproximadamente 23,75 acres a espacio abierto, 0,55 acres a un sendero con estacionamiento, 5,39 acres a cuencas de calidad del agua, 22,29 acres a la dedicación de la carretera y 0,48 acres a la dedicación de la Avenida Chicago. APN(s): 245-300-001; 245-300-004. Este proyecto propuesto se ubica al norte de la Avenida Iris, al sur de Twin Lake Drive, al este de la Avenida Golden Star y al oeste de la Avenida Chicago, en el Segundo Distrito de Supervisión.

El Departamento de Planificación del Condado de Riverside y la Comisión de Planificación recomiendan que la Junta de Supervisores determine que el Proyecto está **NO EXENTO** de la Ley de Calidad Ambiental de California (CEQA) y requiere Certificar un Informe de Impacto Ambiental (EIR), **apruebe la Enmienda del Plan General No. 220009, apruebe el Cambio de Zona No. 2200031 y apruebe el Mapa de Tramo Tentativo No. 38510.**

El 3 de septiembre de 2025, la Comisión de Planificación recomendó la aprobación del proyecto, tal como se presentó a la Junta de Supervisores, con una votación de 5 a 0. Los documentos de la reunión del Departamento de Planificación sobre el proyecto propuesto pueden consultarse en línea, con la fecha de la audiencia de la Comisión de Planificación, en la página de Audiencias Públicas del sitio web del Departamento de Planificación: https://planning.rctlma.org/Public-Hearings.

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Si desafía el punto anterior ante el tribunal, podrá limitarse a plantear únicamente las cuestiones que usted u otra persona hayan planteado en la audiencia pública descrita en este aviso, o en correspondencia escrita dirigida al Departamento de Planificación o a la Junta de Supervisores durante la audiencia pública o con anterioridad a ella. Tenga en cuenta que, como resultado de la audiencia pública y la consideración de todos los comentarios públicos, tanto escritos como orales, la Junta de Supervisores podrá modificar, total o parcialmente, el proyecto o el documento ambiental correspondiente. En consecuencia, las designaciones, las normas de desarrollo, el diseño o las mejoras, o cualquier propiedad o terreno dentro de los límites del proyecto, podrán modificarse de forma distinta a la propuesta específica.

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Por favor, envíe toda la correspondencia escrita a: secretario de la Junta de Supervisores, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147, o envíe un correo electrónico a cob@rivco.org.

Fecha: 19 de septiembre de 2025

Kimberly A. Rector, secretaria de juntas
Por: Cindy Fernandez, Asistente de la Junta de Supervisores

245250019
FROSTMOURNE TECHNOLOGIES INC
5225 CANYON CREST DR NO 71
RIVERSIDE CA 92507

245260002
FRANCISCO ESCOBAR GONZALEZ
10440 WELLS AVE
RIVERSIDE CA 92505

245260010
ALAINA M. NELSON
17795 TWIN LAKES DR
RIVERSIDE CA 92508

245260012
MICHAEL CASSIDY
17915 TWIN LAKES DR
RIVERSIDE CA 92508

245260014
RAFAEL VALENCIA
17975 TWIN LAKES DR
RIVERSIDE CA 92508

245260015
RMC GROUP
17811 SLOVER AVE
BLOOMINGTON CA 92316

245260016
POTTS ERIC LIVING TRUST 2019 4/24/19
17928 TWIN LAKES DR
RIVERSIDE CA 92508

245260018
CHRISTOPHER BROUSSEAU
17855 TWIN LAKES DR
RIVERSIDE CA 92508

245260019
TIMOTHY R. JOHNSTON
17850 TWIN LAKES DR
RIVERSIDE CA 92508

245260020
LYNAUGH DENNIS H & DOROTHY J REV AB
LIVING TRUST DTD 9/2/2025
17790 TWIN LAKES DR
RIVERSIDE CA 92508

245260037
RICHARD L. NICKUM
231 E ALESSANDRO BLV A191
RIVERSIDE CA 92508

245260038
RICHARD L. NICKUM
231 E ALESSANDRO BLV A191
RIVERSIDE CA 92508

245270002
MCCONVILLE FAMILY TRUST DTD 11/06/02
12982 VIA TESORO DR
RANCHO CUCAMONGA CA 91739

245270005
MCCONVILLE FAMILY TRUST DTD 11/06/02
12982 VIA TESORO DR
RANCHO CUCAMONGA CA 91739

245300001
P & F INV CO
9702 CRESTVIEW CIR
VILLA PARK CA 92861

245300002
BAKER FAMILY
7417 E WHITE OAK RIDGE
ORANGE CA 92869

245300003
BAKER FAMILY
7417 E WHITE OAK RIDGE
ORANGE CA 92869

245300004
JOHN J. GLESS
1441 RAVENSWOOD LN
RIVERSIDE CA 92506

266020061
SUN JOHN & HANGO TRUST DTD 4/17/22
325 CONDOR AVE
MCALLEN TX 78503

266020093
18002 VAN BUREN
110 E LONGDEN AVE STE A
IRWINDALE CA 91706

274080001
ROBERT J. BURGESS
16016 PORTER AVE
RIVERSIDE CA 92504

274080002
MARC ANTHONY SANTORO
16040 PORTER AVE
RIVERSIDE CA 92504

274080003
MICHELLE PALMA
16078 PORTER AVE
RIVERSIDE CA 92504

274080005
ROBERT A. TROWBRIDGE
17561 IRIS AVE
RIVERSIDE CA 92504

274080006
KAREN LOUISE ALLCOTT
17555 IRIS AVE
RIVERSIDE CA 92504

274080009
ALFRED JOHN THELWELL
17595 IRIS AVE
RIVERSIDE CA 92504

274080013
ERIK CHRISTIAN TERKELSEN
16025 GAMBLE AVE
RIVERSIDE CA 92504

274080015
CLIFF R. REIDHEAD
18410 ALDER ST
PERRIS CA 92570

274080016
MICHAEL D. CROSBY
16125 GAMBLE AVE
RIVERSIDE CA 92504

274080021
PABLO MERCADO & ASSOC
7209 JURUPA AVE
RIVERSIDE CA 92504

274080022
KORY MCGRANHAN
16061 GAMBLE AVE
RIVERSIDE CA 92504

274080023
ALAN TLAXCALA
17645 IRIS AVE
RIVERSIDE CA 92504

274080024
JIMMY GUTIERREZ
17625 IRIS AVE
RIVERSIDE CA 92504

274080025
JAMES PAUL KLEVENO
16005 GAMBLE AVE
RIVERSIDE CA 92508

274080026
MICHAEL DENNIS KRUSE
16015 GAMBLE AVE
RIVERSIDE CA 92508

274080027
JERRY L. WHITEHEAD
17541 IRIS AVE
RIVERSIDE CA 92504

274120001
BRUCE T. ROGERS
16016 GAMBLE AVE
RIVERSIDE CA 92508

274120002
CLAYTON J. BRINKMANN
16040 GAMBLE AVE
RIVERSIDE CA 92508

274120003
ROMERO FAMILY LIVING TRUST DTD
1/21/2020
16066 GAMBLE AVE
RIVERSIDE CA 92508

274120004
WILLIAM E. VASQUEZ
17801 IRIS AVE
RIVERSIDE CA 92508

274120005
COMMERFORD JOSEPH LIVING TRUST OF
2024 DTD 02/26/2024
17811 IRIS AVE
RIVERSIDE CA 92508

274120006
TSC STATION
237 TULANE RD
COSTA MESA CA 92626

274120008
EDUARDO CARLOS POLIZZO
16080 GAMBLE AVE
RIVERSIDE CA 92508

274120009
BARNEY R. NORTHCOTE
16805 EVENING STAR RD
RIVERSIDE CA 92506

274120010
RICHARD G. BECKER
16128 GAMBLE AVE
RIVERSIDE CA 92508

274120029
BARNEY NORTHCOTE
16805 EVENING STAR RD
RIVERSIDE CA 92506

274130013
MUNOZ ROLAND FAMILY TRUST DTD 05/11/2017
16415 TAMRA LN
RIVERSIDE CA 92504

274130016

17925 IRIS AVE
RIVERSIDE CA 92508

274130021
DAVID S. TRIMBORN
17951 IRIS AVE
RIVERSIDE CA 92508

274130023
RO LAND PROP
16415 TAMRA LN
RIVERSIDE CA 92504

274130024
RO LAND PROP
16415 TAMRA LN
RIVERSIDE CA 92504

274130025
RO LAND PROPERTIES
16415 TAMRA LN
RIVERSIDE CA 92508

274130034
SMP TRUST UTA DTD 12/29/2020
27250 MURRIETA RD SPC 74
MENIFEE CA 92586

274130040
STEVE PULCHEON
1065 BLOOMFIELD ROAD
VALLEY VIEW TX 76272

280050063
STEVEN EDWARD DAVIS
18038 TWIN LAKES DR
RIVERSIDE CA 92508

280050064
LARRY G. LUMSDON
18048 TWIN LAKES DR
RIVERSIDE CA 92508

280050065
CARLSON CURTIS & RAQUEL TRUST
18014 TWIN LAKES DR
RIVERSIDE CA 92508

280050066
EDWARD S. HAN
4442 VINTON AVE
CULVER CITY CA 90232

280050067
ROBERT M. FATTARUSO
18063 TWIN LAKES DR
RIVERSIDE CA 92508

280050068
ANTONIO GARCIA
1076 13TH ST
RICHMOND CA 94801

280050070
RIVERSIDE CORONA RESOURCE CONSERVATION DIST
4500 GLENWOOD DR NO A
RIVERSIDE CA 92501

280060001
DODD FAMILY TRUST DATED 10/24/05
18025 GENTIAN AVE
RIVERSIDE CA 92508

280060002
DYLAN BERTINO
18085 GENTIAN AVE
RIVERSIDE CA 92508

280060003
MING CHIN NOZAWA
8223 ORANGE ST
ROSEMEAD CA 91770

280060005
FAMILY TRUST OF ASTFALK GARY ALAN & ASTFALK PATRICIA JEAN
15650 CHICAGO AVE
RIVERSIDE CA 92508

280060006
TOP TIER LANDSCAPE CONSTRUCTION
6374 JURUPA AVE
RIVERSIDE CA 92504

280060007
LINDA K. WRAY
18010 HIBISCUS AVE
RIVERSIDE CA 92508

280060008
B ABBEY PROP INC
6175 E HENNING VIEW TER
ANAHEIM CA 92807

280060042
WESLEY J. SKOVINSKI
15601 CECIL AVE
RIVERSIDE CA 92504

280060043
ELROD BRIAN ROBERT & MICHELLE LYNN REVOCABLE LIVING TRUST DATED
15589 CECIL AVE
RIVERSIDE CA 92508

280080001
CROOK FAMILY TRUST DTD 02/28/2014
15765 CARTWRIGHT DR
RIVERSIDE CA 92508

280080002
DOUGLAS M. SASSAMAN
15796 CARTWRIGHT DR
RIVERSIDE CA 92508

280080003
GILBERT J. ROBLES
15825 CARTWRIGHT DR
RIVERSIDE CA 92508

280080004
LEOPOLDO FERNANDEZ
15855 CARTWRIGHT DR
RIVERSIDE CA 92508

280080005
MARK F. SCHULTE
15820 CARTWRIGHT DR
RIVERSIDE CA 92508

280080006
LANE FAMILY TRUST
15790 CARTWRIGHT DR
RIVERSIDE CA 92508

280080007
CLIFFORD L. EVANS
15760 CARTWRIGHT DR
RIVERSIDE CA 92508

280080008
PATRICIA LOVATO
18101 HIBISCUS AVE
RIVERSIDE CA 92508

280080009
VERONICA RAMIREZ
18117 HIBISCUS AVE
RIVERSIDE CA 92508

280100001
DAVID PATRICK GALVIN
18010 IRIS AVE
RIVERSIDE CA 92508

280100002
MARIO OROZCO
18050 IRIS AVE
RIVERSIDE CA 92508

280100003
JANALEE BERG VALENSON
18070 IRIS AVE
RIVERSIDE CA 92508

280100004
STUART JAMES FELLBAUM
3102 SLEEPY HOLLOW RD
DORRIS CA 96023

280100005
JEREMY STARKE
18080 IRIS AVE
RIVERSIDE CA 92508

280100006
JEREMY STARKE
18080 IRIS AVE
RIVERSIDE CA 92508

280100007
MARIA AMELIA C MOLL
18090 IRIS AVE
RIVERSIDE CA 92508

280100008
DIANE M. MCLAUGHLIN
18124 IRIS AVE
RIVERSIDE CA 92508

280100009
MANUEL HERNANDEZ
18118 IRIS AVE
RIVERSIDE CA 92508

280100010
WILBUR NORMAN
18114 IRIS AVE
RIVERSIDE CA 92508

280100011
RODNEY PAMPHILE
18110 IRIS AVE
RIVERSIDE CA 92508

NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A GENERAL PLAN AMENDMENT, CHANGE OF ZONE AND TENTATIVE TRACT MAP IN THE SECOND SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on **Tuesday, October 7, 2025 at 10:00 A.M.** or as soon as possible thereafter, to consider the Planning Commission's recommendation to approve **General Plan Amendment No. 220009, Change Of Zone No. 2200031 and Tentative Tract Map No. 38510.** GPA220009 is a request to modify the current land use designation from Rural Community: Very Low Density Residential (RC:VLDR) (1 du/acre) to Rural Community: Low Density Residential, (RC:LDR) (2 du/acre); CZ2200031 is a proposal to change the zoning classification from Light Agriculture, 10-acre minimum lot size (A-1-10) to One-Family Dwelling, 10,000 sq. ft. lot minimum, (R-1-10,000); TTM38510 is a Schedule A Map to subdivide the 140.8 gross acre project site. Approximately 88.09 acres into 231 residential lots (1.6 du/acre), ranging in size from 10,000 sq. ft. lots to a maximum of one-acre lots. The smaller lots (10,890 – 14,520 sq. ft. lots) will be clustered within the internal areas and the larger 0.5 to 1 acre lots will be along the north, east, northwest, and southern project boundaries. Approximately 23.75 acres will be designated as open space, 0.55 acre trailhead with parking, 5.39 acres for water quality basins, 22.29 acres of roadway dedication and a 0.48 acre dedication on Chicago Avenue. APN(s): 245-300-001; 245-300-004. This proposed project is located North of Iris Avenue, south of Twin Lake Drive, east of Golden Star Avenue, and west of Chicago Avenue in the Second Supervisorial District.

8549033 8549080

The Riverside County Planning Department and the Planning Commission recommend that the Board of Supervisors find that the Project is **EXEMPT** from the California Environmental Quality Act (CEQA), **Approve General Plan Amendment No. 220009, Approve Change of Zone No. 2200031 and Approve Tentative Tract Map No. 38510.**

On September 3, 2025, the Planning Commission recommended approval of the project as stated to the Board of Supervisors on a vote of 5-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: https://planning.rctlma.org/Public-Hearings.

PSEMPV

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT KRISTA MASON AT 951-955-1722 OR EMAIL AT KMASON@RIVCO.ORG.

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing will be submitted to the Board of Supervisors and the Board of Supervisors will consider such comments, in addition to any oral testimony, before making a decision on the project.

If you challenge the above item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the Planning Department or Board of Supervisors at, or prior to, the public hearing. Be advised that as a result of the public hearing and the consideration of all public comment, written and oral, the Board of Supervisors may amend, in whole or in part, the project and/or the related environmental document. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the project, may be changed in a way other than specifically proposed.

Alternative formats available upon request to individuals with disabilities. If you require reasonable accommodation, please contact Clerk of the Board at (951) 955-1069.

Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 or email cob@rivco.org

Dated: September 8, 2025

Kimberly A. Rector, Clerk of the Board
By: Naomy Sicra, Clerk of the Board Assistant

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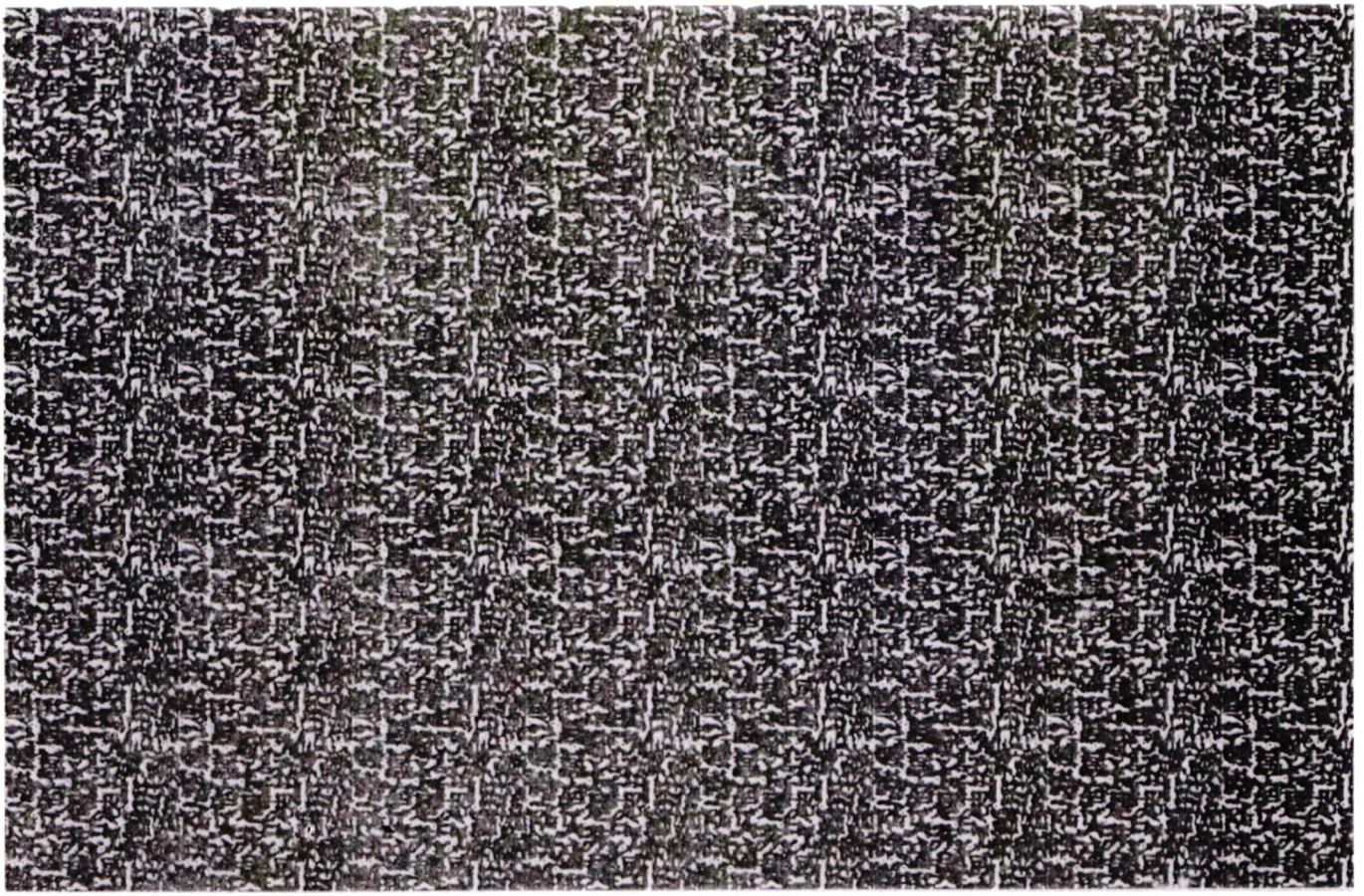

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Riverside, CA 92502-1147

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RIVERSIDE CA 92504

GYJ-SMM 92504

AVISO DE AUDIENCIA PÚBLICA ANTE LA JUNTA DE SUPERVISORES DEL CONDADO DE RIVERSIDE SOBRE UNA ENMIENDA AL PLAN GENERAL, CAMBIO DE ZONA Y MAPA TENTATIVO DE TRAMOS EN EL SEGUNDO DISTRITO SUPERVISORIAL

POR EL PRESENTE SE NOTIFICA que se llevará a cabo una audiencia pública en la que se escuchará a todas las personas interesadas, ante la Junta de Supervisores del Condado de Riverside, California, en la Sala de la Junta del 1.er piso, Centro Administrativo del Condado, 4080 Lemon Street, Riverside, **el martes 7 de octubre de 2025 a las 10:00 a. m.** o lo antes posible después, considerar la recomendación de la Comisión de Planificación para aprobar **la Enmienda al Plan General No. 220009, el Cambio de Zona No. 2200031 y el Mapa Tentativo del Tramo No. 38510.** GPA220009 es una solicitud para modificar la designación actual del uso del suelo de Comunidad rural: residencial de muy baja densidad (RC:VLDR) (1 du/acre) a Comunidad rural: residencial de baja densidad (RC:LDR) (2 du/acre); CZ2200031 es una propuesta para cambiar la clasificación de zonificación de Agricultura ligera, tamaño mínimo de lote de 10 acres (A-1-10) a Vivienda unifamiliar, lote mínimo de 10 000 pies cuadrados (R-1-10 000); TTM38510 es un mapa del Anexo A para subdividir el sitio del proyecto de 140,8 acres brutos. Aproximadamente 88.09 acres en 231 lotes residenciales (1.6 du/acre), con tamaños que varían desde 10,000 pies cuadrados hasta un máximo de un acre. Los lotes más pequeños (de 10,890 a 14,520 pies cuadrados) se agruparán dentro de las áreas internas, mientras que los lotes más grandes, de 0.5 a 1 acre, se ubicarán a lo largo de los límites norte, este, noroeste y sur del proyecto. Se destinarán aproximadamente 23,75 acres a espacio abierto, 0,55 acres a un sendero con estacionamiento, 5,39 acres a cuencas de calidad del agua, 22,29 acres a la dedicación de la carretera y 0,48 acres a la dedicación de la Avenida Chicago. APN(s): 245-300-001; 245-300-004. Este proyecto propuesto se ubica al norte de la Avenida Iris, al sur de Twin Lake Drive, al este de la Avenida Golden Star y al oeste de la Avenida Chicago, en el Segundo Distrito de Supervisión.

El Departamento de Planificación del Condado de Riverside y la Comisión de Planificación recomiendan que la Junta de Supervisores determine que el Proyecto está **EXENTO** de la Ley de Calidad Ambiental de California (CEQA), **apruebe la Enmienda del Plan General No. 220009, apruebe el Cambio de Zona No. 2200031 y apruebe el Mapa de Tramo Tentativo No. 38510**.

El 3 de septiembre de 2025, la Comisión de Planificación recomendó la aprobación del proyecto, tal como se presentó a la Junta de Supervisores, con una votación de 5 a 0. Los documentos de la reunión del Departamento de Planificación sobre el proyecto propuesto pueden consultarse en línea, con la fecha de la audiencia de la Comisión de Planificación, en la página de Audiencias Públicas del sitio web del Departamento de Planificación: https://planning.rctlma.org/Public-Hearings.

PARA OBTENER MÁS INFORMACIÓN SOBRE ESTE PROYECTO, POR FAVOR COMUNÍQUESE CON KRISTA MASON AL 951-955-1722 O ENVÍE UN CORREO ELECTRÓNICO A KMASON@RIVCO.ORG.

Cualquier persona que desee testificar a favor o en contra del proyecto podrá hacerlo por escrito entre la fecha de este aviso y la audiencia pública, o podrá comparecer y ser escuchada en la fecha y lugar indicados anteriormente. Todos los comentarios escritos recibidos antes de la audiencia pública se presentarán a la Junta de Supervisores, quien los considerará, además de cualquier testimonio oral, antes de tomar una decisión sobre el proyecto.

Si desafía el punto anterior ante el tribunal, podrá limitarse a plantear únicamente las cuestiones que usted u otra persona hayan planteado en la audiencia pública descrita en este aviso, o en correspondencia escrita dirigida al Departamento de Planificación o a la Junta de Supervisores durante la audiencia pública o con anterioridad a ella. Tenga en cuenta que, como resultado de la audiencia pública y la consideración de todos los comentarios públicos, tanto escritos como orales, la Junta de Supervisores podrá modificar, total o parcialmente, el proyecto o el documento ambiental correspondiente. En consecuencia, las designaciones, las normas de desarrollo, el diseño o las mejoras, o cualquier propiedad o terreno dentro de los límites del proyecto, podrán modificarse de forma distinta a la propuesta específica.

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Por favor, envíe toda la correspondencia escrita a: secretario de la Junta de Supervisores, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147, o envíe un correo electrónico a cob@rivco.org.

Fecha: 8 de septiembre de 2025

Kimberly A. Rector, secretaria de juntas
Por: Naomy Sicra, asistente de secretaria de juntas

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PSEMPV

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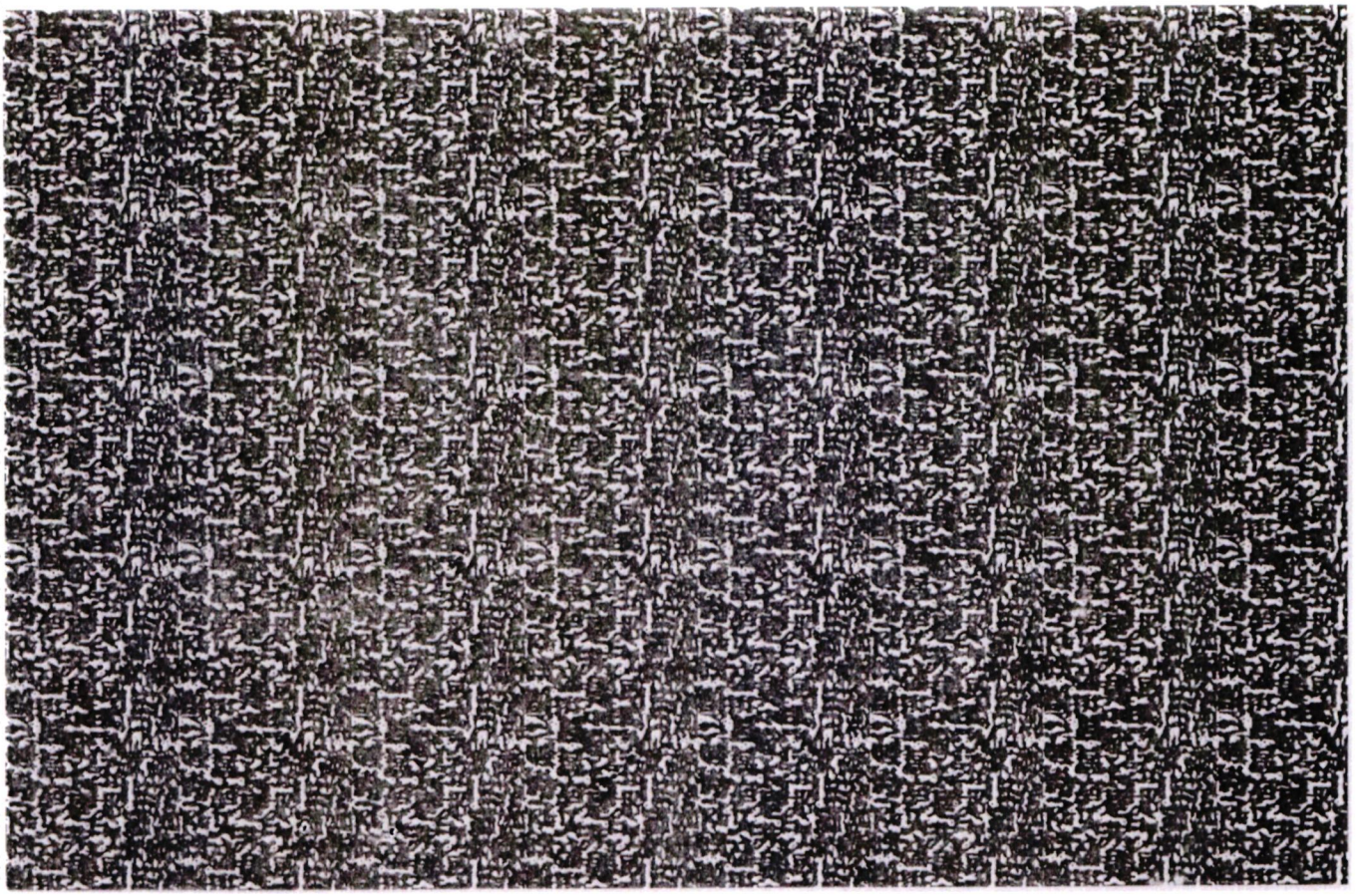

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Riverside County Clerk of the Board
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NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A GENERAL PLAN AMENDMENT, CHANGE OF ZONE AND TENTATIVE TRACT MAP IN THE SECOND SUPERVISORIAL DISTRICT

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8549033 8549080

The Riverside County Planning Department and the Planning Commission recommend that the Board of Supervisors find that the Project is **EXEMPT** from the California Environmental Quality Act (CEQA), **Approve General Plan Amendment No. 220009, Approve Change of Zone No. 2200031 and Approve Tentative Tract Map No. 38510.**

On September 3, 2025, the Planning Commission recommended approval of the project as stated to the Board of Supervisors on a vote of 5-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: https://planning.rctlma.org/Public-Hearings.

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Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 or email cob@rivco.org

Dated: September 8, 2025

Kimberly A. Rector, Clerk of the Board
By: Naomy Sicra, Clerk of the Board Assistant

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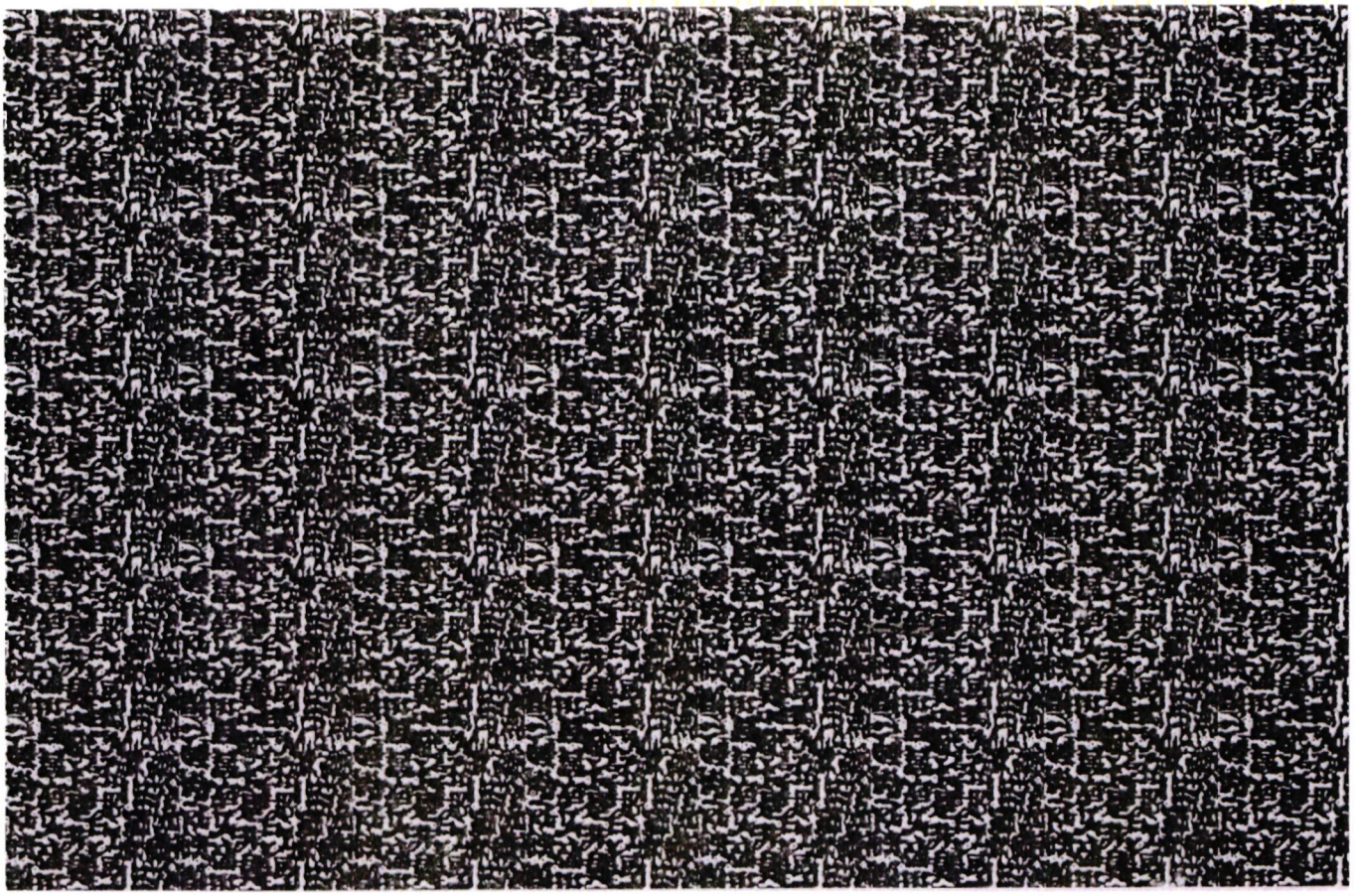

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AVISO DE AUDIENCIA PÚBLICA ANTE LA JUNTA DE SUPERVISORES DEL CONDADO DE RIVERSIDE SOBRE UNA ENMIENDA AL PLAN GENERAL, CAMBIO DE ZONA Y MAPA TENTATIVO DE TRAMOS EN EL SEGUNDO DISTRITO SUPERVISORIAL

POR EL PRESENTE SE NOTIFICA que se llevará a cabo una audiencia pública en la que se escuchará a todas las personas interesadas, ante la Junta de Supervisores del Condado de Riverside, California, en la Sala de la Junta del 1.er piso, Centro Administrativo del Condado, 4080 Lemon Street, Riverside, **el martes 7 de octubre de 2025 a las 10:00 a. m.** o lo antes posible después, considerar la recomendación de la Comisión de Planificación para aprobar **la Enmienda al Plan General No. 220009, el Cambio de Zona No. 2200031 y el Mapa Tentativo del Tramo No. 38510.** GPA220009 es una solicitud para modificar la designación actual del uso del suelo de Comunidad rural: residencial de muy baja densidad (RC:VLDR) (1 du/acre) a Comunidad rural: residencial de baja densidad (RC:LDR) (2 du/acre); CZ2200031 es una propuesta para cambiar la clasificación de zonificación de Agricultura ligera, tamaño mínimo de lote de 10 acres (A-1-10) a Vivienda unifamiliar, lote mínimo de 10 000 pies cuadrados (R-1-10 000); TTM38510 es un mapa del Anexo A para subdividir el sitio del proyecto de 140,8 acres brutos. Aproximadamente 88.09 acres en 231 lotes residenciales (1.6 du/acre), con tamaños que varían desde 10,000 pies cuadrados hasta un máximo de un acre. Los lotes más pequeños (de 10,890 a 14,520 pies cuadrados) se agruparán dentro de las áreas internas, mientras que los lotes más grandes, de 0.5 a 1 acre, se ubicarán a lo largo de los límites norte, este, noroeste y sur del proyecto. Se destinarán aproximadamente 23,75 acres a espacio abierto, 0,55 acres a un sendero con estacionamiento, 5,39 acres a cuencas de calidad del agua, 22,29 acres a la dedicación de la carretera y 0,48 acres a la dedicación de la Avenida Chicago. APN(s): 245-300-001; 245-300-004. Este proyecto propuesto se ubica al norte de la Avenida Iris, al sur de Twin Lake Drive, al este de la Avenida Golden Star y al oeste de la Avenida Chicago, en el Segundo Distrito de Supervisión.

El Departamento de Planificación del Condado de Riverside y la Comisión de Planificación recomiendan que la Junta de Supervisores determine que el Proyecto está **EXENTO** de la Ley de Calidad Ambiental de California (CEQA), **apruebe la Enmienda del Plan General No. 220009, apruebe el Cambio de Zona No. 2200031 y apruebe el Mapa de Tramo Tentativo No. 38510**.

El 3 de septiembre de 2025, la Comisión de Planificación recomendó la aprobación del proyecto, tal como se presentó a la Junta de Supervisores, con una votación de 5 a 0. Los documentos de la reunión del Departamento de Planificación sobre el proyecto propuesto pueden consultarse en línea, con la fecha de la audiencia de la Comisión de Planificación, en la página de Audiencias Públicas del sitio web del Departamento de Planificación: https://planning.rctlma.org/Public-Hearings.

PARA OBTENER MÁS INFORMACIÓN SOBRE ESTE PROYECTO, POR FAVOR COMUNÍQUESE CON KRISTA MASON AL 951-955-1722 O ENVÍE UN CORREO ELECTRÓNICO A KMASON@RIVCO.ORG.

Cualquier persona que desee testificar a favor o en contra del proyecto podrá hacerlo por escrito entre la fecha de este aviso y la audiencia pública, o podrá comparecer y ser escuchada en la fecha y lugar indicados anteriormente. Todos los comentarios escritos recibidos antes de la audiencia pública se presentarán a la Junta de Supervisores, quien los considerará, además de cualquier testimonio oral, antes de tomar una decisión sobre el proyecto.

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Por favor, envíe toda la correspondencia escrita a: secretario de la Junta de Supervisores, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147, o envíe un correo electrónico a cob@rivco.org.

Fecha: 8 de septiembre de 2025

Kimberly A. Rector, secretaria de juntas
Por: Naomy Sicra, asistente de secretaria de juntas

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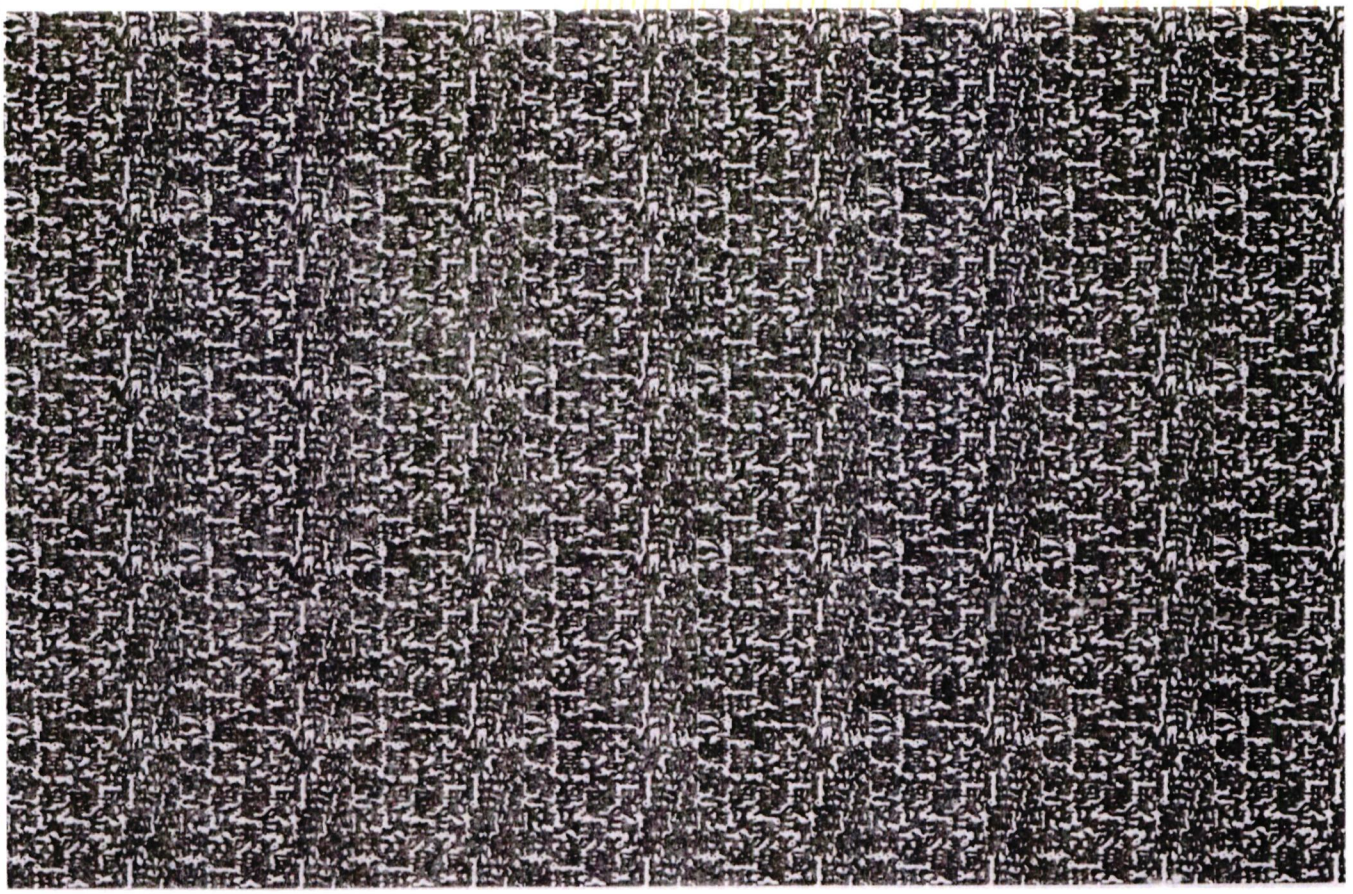

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NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A GENERAL PLAN AMENDMENT, CHANGE OF ZONE AND TENTATIVE TRACT MAP IN THE SECOND SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on **Tuesday, October 7, 2025 at 10:00 A.M.** or as soon as possible thereafter, to consider the Planning Commission's recommendation to approve **General Plan Amendment No. 220009, Change Of Zone No. 2200031 and Tentative Tract Map No. 38510.** GPA220009 is a request to modify the current land use designation from Rural Community: Very Low Density Residential (RC:VLDR) (1 du/acre) to Rural Community: Low Density Residential, (RC:LDR) (2 du/acre); CZ2200031 is a proposal to change the zoning classification from Light Agriculture, 10-acre minimum lot size (A-1-10) to One-Family Dwelling, 10,000 sq. ft. lot minimum, (R-1-10,000); TTM38510 is a Schedule A Map to subdivide the 140.8 gross acre project site. Approximately 88.09 acres into 231 residential lots (1.6 du/acre), ranging in size from 10,000 sq. ft. lots to a maximum of one-acre lots. The smaller lots (10,890 – 14,520 sq. ft. lots) will be clustered within the internal areas and the larger 0.5 to 1 acre lots will be along the north, east, northwest, and southern project boundaries. Approximately 23.75 acres will be designated as open space, 0.55 acre trailhead with parking, 5.39 acres for water quality basins, 22.29 acres of roadway dedication and a 0.48 acre dedication on Chicago Avenue. APN(s): 245-300-001; 245-300-004. This proposed project is located North of Iris Avenue, south of Twin Lake Drive, east of Golden Star Avenue, and west of Chicago Avenue in the Second Supervisorial District.

The Riverside County Planning Department and the Planning Commission recommend that the Board of Supervisors find that the Project is **EXEMPT** from the California Environmental Quality Act (CEQA), **Approve General Plan Amendment No. 220009, Approve Change of Zone No. 2200031 and Approve Tentative Tract Map No. 38510.**

On September 3, 2025, the Planning Commission recommended approval of the project as stated to the Board of Supervisors on a vote of 5-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: https://planning.rctlma.org/Public-Hearings.

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT KRISTA MASON AT 951-955-1722 OR EMAIL AT KMASON@RIVCO.ORG.

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing will be submitted to the Board of Supervisors and the Board of Supervisors will consider such comments, in addition to any oral testimony, before making a decision on the project.

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Dated: September 8, 2025

Kimberly A. Rector, Clerk of the Board
By: Naomy Sicra, Clerk of the Board Assistant

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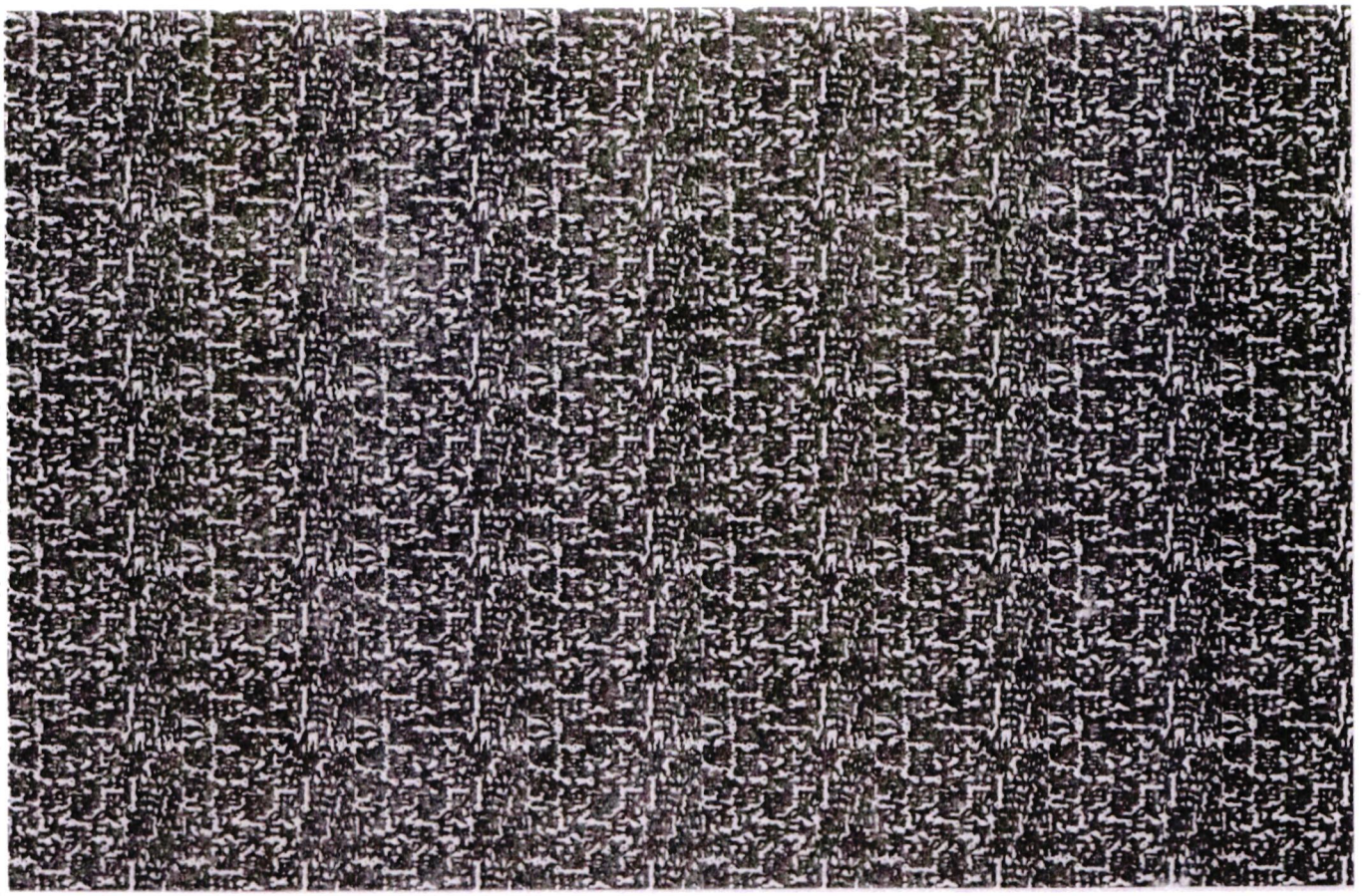

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El 3 de septiembre de 2025, la Comisión de Planificación recomendó la aprobación del proyecto, tal como se presentó a la Junta de Supervisores, con una votación de 5 a 0. Los documentos de la reunión del Departamento de Planificación sobre el proyecto propuesto pueden consultarse en línea, con la fecha de la audiencia de la Comisión de Planificación, en la página de Audiencias Públicas del sitio web del Departamento de Planificación: https://planning.rctlma.org/Public-Hearings.

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Fecha: 8 de septiembre de 2025

Kimberly A. Rector, secretaria de juntas
Por: Naomy Sicra, asistente de secretaria de juntas

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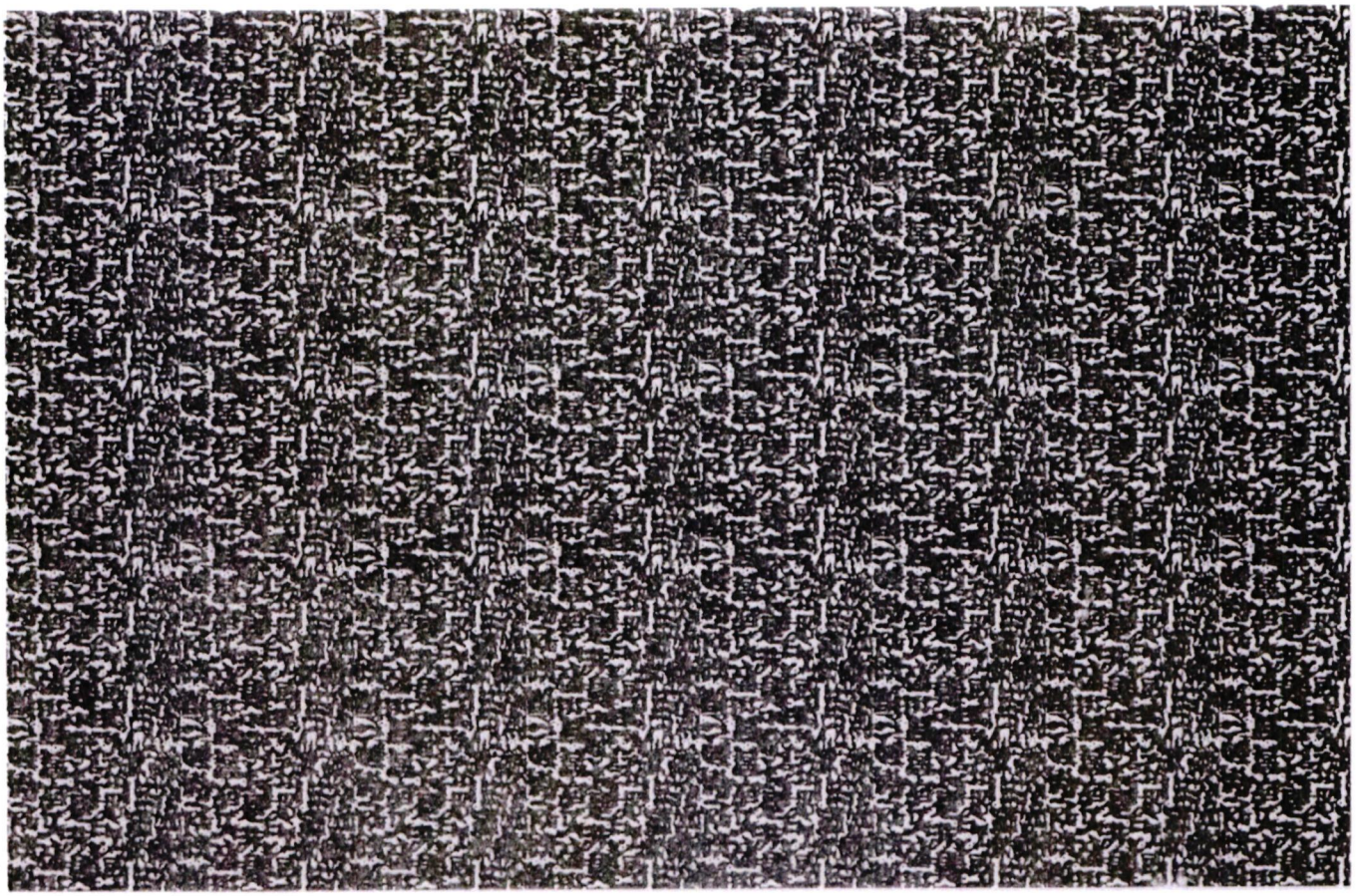

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Formatos alternativos disponibles a solicitud para personas con discapacidad. Si necesita adaptaciones razonables, comuníquese con la secretaria de la Junta al (951) 955-1069.

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Fecha: 19 de septiembre de 2025

Kimberly A. Rector, secretaria de juntas
Por: Cindy Fernandez, Asistente de la Junta de Supervisores

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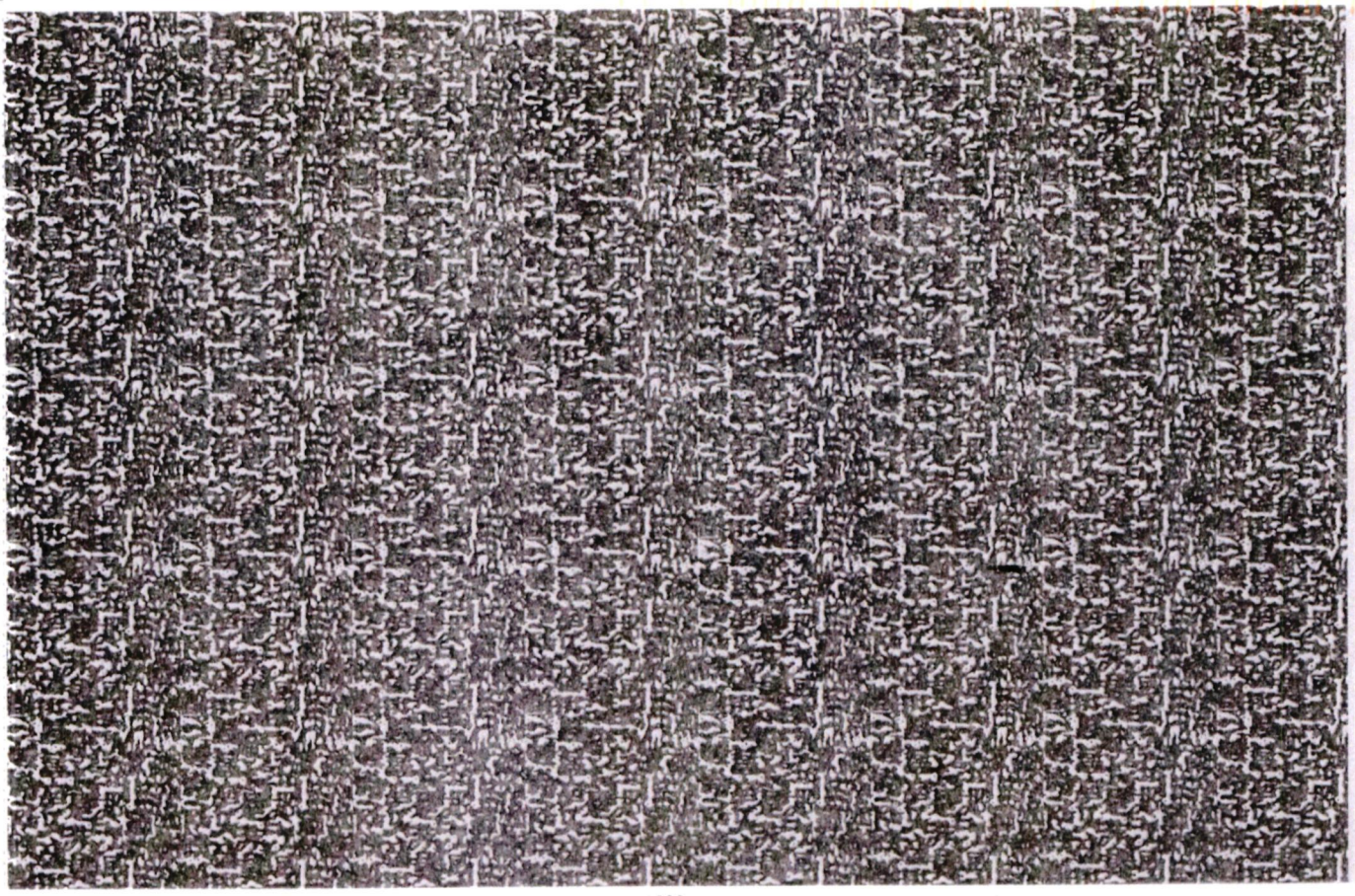

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REVISED NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A GENERAL PLAN AMENDMENT, CHANGE OF ZONE AND TENTATIVE TRACT MAP IN THE SECOND SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on **Tuesday, October 7, 2025 at 10:00 A.M.** or as soon as possible thereafter, to consider the Planning Commission's recommendation to approve **General Plan Amendment No. 220009, Change Of Zone No. 2200031 and Tentative Tract Map No. 38510.** GPA220009 is a request to modify the current land use designation from Rural Community: Very Low Density Residential (RC:VLDR) (1 du/acre) to Rural Community: Low Density Residential, (RC:LDR) (2 du/acre); CZ2200031 is a proposal to change the zoning classification from Light Agriculture, 10-acre minimum lot size (A-1-10) to One-Family Dwelling, 10,000 sq. ft. lot minimum, (R-1-10,000); TTM38510 is a Schedule A Map to subdivide the 140.8 gross acre project site. Approximately 88.09 acres into 231 residential lots (1.6 du/acre), ranging in size from 10,000 sq. ft. lots to a maximum of one-acre lots. The smaller lots (10,890 – 14,520 sq. ft. lots) will be clustered within the internal areas and the larger 0.5 to 1 acre lots will be along the north, east, northwest, and southern project boundaries. Approximately 23.75 acres will be designated as open space, 0.55 acre trailhead with parking, 5.39 acres for water quality basins, 22.29 acres of roadway dedication and a 0.48 acre dedication on Chicago Avenue. APN(s): 245-300-001; 245-300-004. This proposed project is located North of Iris Avenue, south of Twin Lake Drive, east of Golden Star Avenue, and west of Chicago Avenue in the Second Supervisorial District.

8549033 8549080

The Riverside County Planning Department and the Planning Commission recommend that the Board of Supervisors find that the Project is **NOT EXEMPT** from the California Environmental Quality Act (CEQA) and it requires to Certify an Environmental Impact Report (EIR), **Approve General Plan Amendment No. 220009, Approve Change of Zone No. 2200031 and Approve Tentative Tract Map No. 38510.**

On September 3, 2025, the Planning Commission recommended approval of the project as stated to the Board of Supervisors on a vote of 5-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: https://planning.rctlma.org/Public-Hearings.

PSEMPV

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT KRISTA MASON AT 951-955-1722 OR EMAIL AT KMASON@RIVCO.ORG.

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing will be submitted to the Board of Supervisors and the Board of Supervisors will consider such comments, in addition to any oral testimony, before making a decision on the project.

If you challenge the above item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the Planning Department or Board of Supervisors at, or prior to, the public hearing. Be advised that as a result of the public hearing and the consideration of all public comment, written and oral, the Board of Supervisors may amend, in whole or in part, the project and/or the related environmental document. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the project, may be changed in a way other than specifically proposed.

Alternative formats available upon request to individuals with disabilities. If you require reasonable accommodation, please contact Clerk of the Board at (951) 955-1069.

Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 or email cob@rivco.org

Dated: September 19, 2025

Kimberly A. Rector, Clerk of the Board
By: Cindy Fernandez, Supervisors Board Assistant

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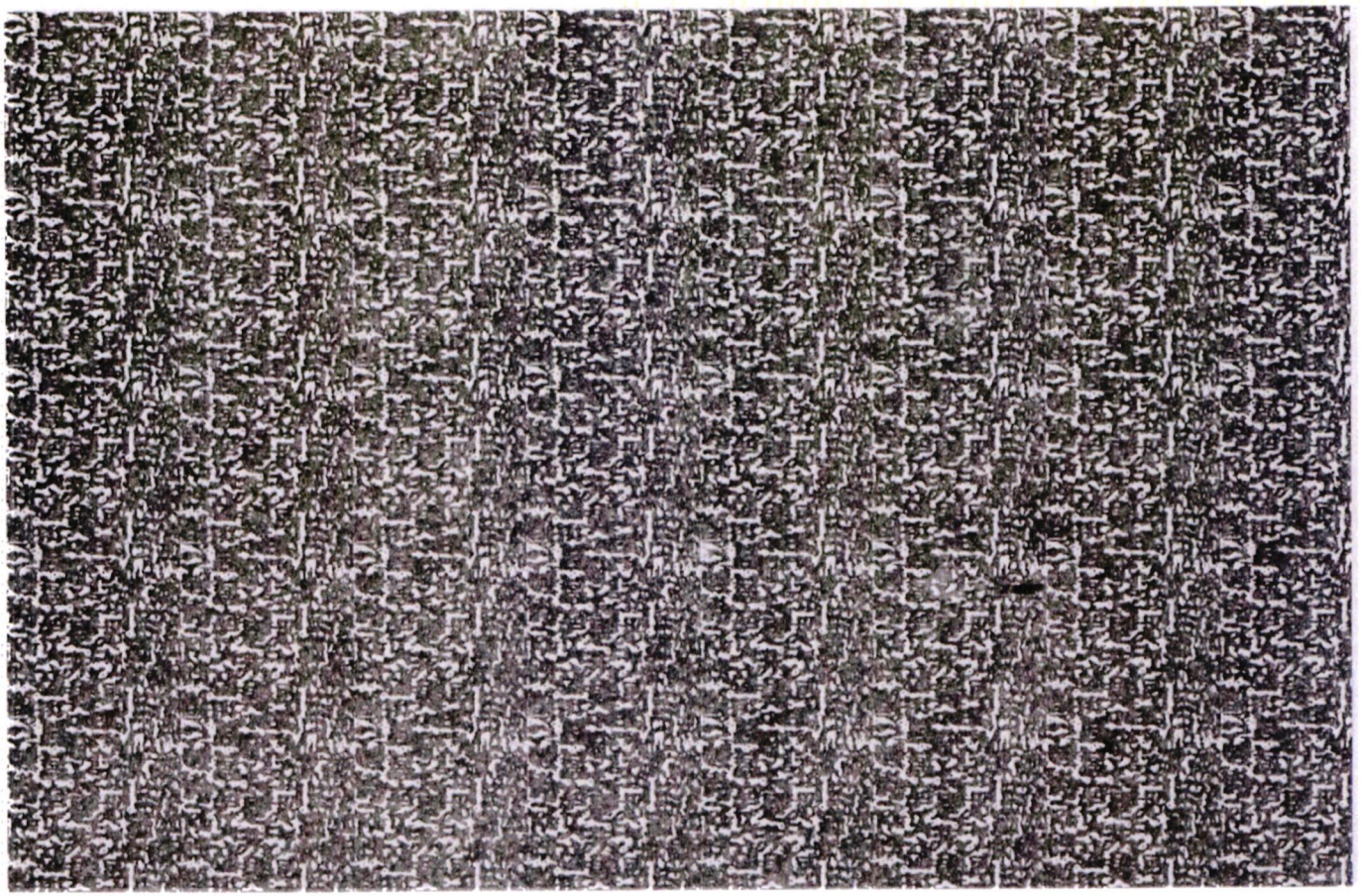

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FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT KRISTA MASON AT 951-955-1722 OR EMAIL AT KMASON@RIVCO.ORG.

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Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 or email cob@rivco.org

Dated: September 19, 2025

Kimberly A. Rector, Clerk of the Board
By: Cindy Fernandez, Supervisors Board Assistant

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REVISADO AVISO DE AUDIENCIA PÚBLICA ANTE LA JUNTA DE SUPERVISORES DEL CONDADO DE RIVERSIDE SOBRE UNA ENMIENDA AL PLAN GENERAL, CAMBIO DE ZONA Y MAPA TENTATIVO DE TRAMOS EN EL SEGUNDO DISTRITO SUPERVISORIAL

POR EL PRESENTE SE NOTIFICA que se llevará a cabo una audiencia pública en la que se escuchará a todas las personas interesadas, ante la Junta de Supervisores del Condado de Riverside, California, en la Sala de la Junta del 1.er piso, Centro Administrativo del Condado, 4080 Lemon Street, Riverside, **el martes 7 de octubre de 2025 a las 10:00 a. m.** o lo antes posible después, considerar la recomendación de la Comisión de Planificación para aprobar **la Enmienda al Plan General No. 220009, el Cambio de Zona No. 2200031 y el Mapa Tentativo del Tramo No. 38510.** GPA220009 es una solicitud para modificar la designación actual del uso del suelo de Comunidad rural: residencial de muy baja densidad (RC:VLDR) (1 du/acre) a Comunidad rural: residencial de baja densidad (RC:LDR) (2 du/acre); CZ2200031 es una propuesta para cambiar la clasificación de zonificación de Agricultura ligera, tamaño mínimo de lote de 10 acres (A-1-10) a Vivienda unifamiliar, lote mínimo de 10 000 pies cuadrados (R-1-10 000); TTM38510 es un mapa del Anexo A para subdividir el sitio del proyecto de 140,8 acres brutos. Aproximadamente 88.09 acres en 231 lotes residenciales (1.6 du/acre), con tamaños que varían desde 10,000 pies cuadrados hasta un máximo de un acre. Los lotes más pequeños (de 10,890 a 14,520 pies cuadrados) se agruparán dentro de las áreas internas, mientras que los lotes más grandes, de 0.5 a 1 acre, se ubicarán a lo largo de los límites norte, este, noroeste y sur del proyecto. Se destinarán aproximadamente 23,75 acres a espacio abierto, 0,55 acres a un sendero con estacionamiento, 5,39 acres a cuencas de calidad del agua, 22,29 acres a la dedicación de la carretera y 0,48 acres a la dedicación de la Avenida Chicago. APN(s): 245-300-001; 245-300-004. Este proyecto propuesto se ubica al norte de la Avenida Iris, al sur de Twin Lake Drive, al este de la Avenida Golden Star y al oeste de la Avenida Chicago, en el Segundo Distrito de Supervisión.

El Departamento de Planificación del Condado de Riverside y la Comisión de Planificación recomiendan que la Junta de Supervisores determine que el Proyecto está **NO EXENTO** de la Ley de Calidad Ambiental de California (CEQA) y requiere Certificar un Informe de Impacto Ambiental (EIR), **apruebe la Enmienda del Plan General No. 220009, apruebe el Cambio de Zona No. 2200031 y apruebe el Mapa de Tramo Tentativo No. 38510**.

El 3 de septiembre de 2025, la Comisión de Planificación recomendó la aprobación del proyecto, tal como se presentó a la Junta de Supervisores, con una votación de 5 a 0. Los documentos de la reunión del Departamento de Planificación sobre el proyecto propuesto pueden consultarse en línea, con la fecha de la audiencia de la Comisión de Planificación, en la página de Audiencias Públicas del sitio web del Departamento de Planificación: https://planning.rctlma.org/Public-Hearings.

PARA OBTENER MÁS INFORMACIÓN SOBRE ESTE PROYECTO, POR FAVOR COMUNÍQUESE CON KRISTA MASON AL 951-955-1722 O ENVÍE UN CORREO ELECTRÓNICO A KMASON@RIVCO.ORG.

Cualquier persona que desee testificar a favor o en contra del proyecto podrá hacerlo por escrito entre la fecha de este aviso y la audiencia pública, o podrá comparecer y ser escuchada en la fecha y lugar indicados anteriormente. Todos los comentarios escritos recibidos antes de la audiencia pública se presentarán a la Junta de Supervisores, quien los considerará, además de cualquier testimonio oral, antes de tomar una decisión sobre el proyecto.

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Fecha: 19 de septiembre de 2025

Kimberly A. Rector, secretaria de juntas
Por: Cindy Fernandez, Asistente de la Junta de Supervisores

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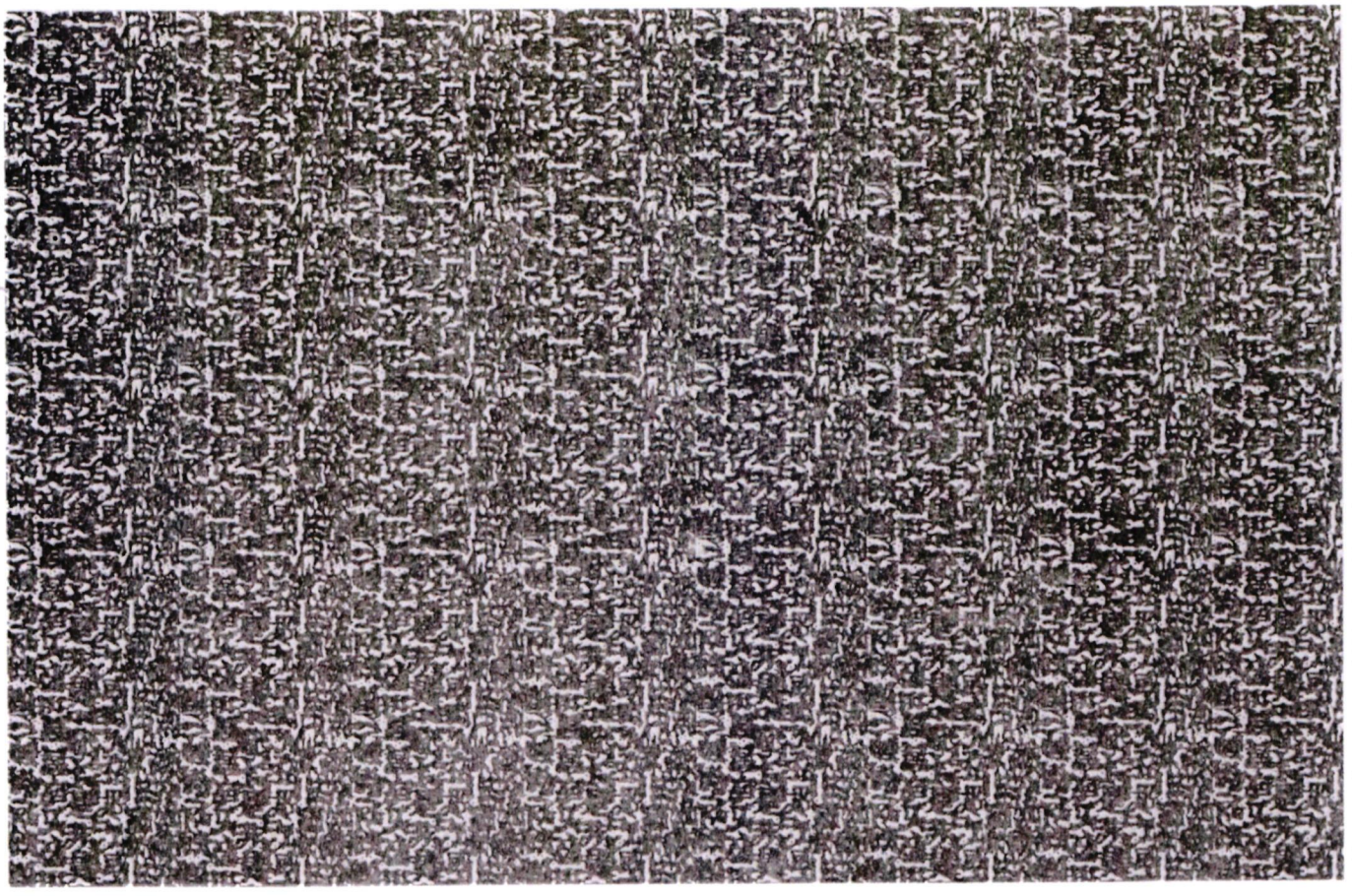

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RIVERSIDE COUNTY
PLANNING DEPARTMENT

John E. Hildebrand,
Planning Director

Supplemental Memorandum

23.1

DATE: October 6, 2025

TO: Riverside County Board of Supervisors

FROM: Krista Mason, Principal Planner

ITEM: 23.1 – County Land Use Public Hearing/ TLMA/ The Planning Department General Plan Amendment No. 220009 (GPA220009), Change of Zone No. 2200031 (CZ2200031) and Tentative Tract Map No. 38510 (TTM38510)

SUBJECT: **PUBLIC CORRESPONDENCE RECEIVED/ REVISION TO CONDITION OF APPROVAL**

Additional comments received by Staff after initial submittal of the hearing package, is provided for consideration of the Board of Supervisors as Attachment 1 to this memo.

Attachment 1: Public Comment Letters

1. Support – Nancy Edwards
2. Support – Kayana Therrien
3. Support – Kathleen Crook
4. Opposition – Pamela Heino
5.

Revision to the Conditions of Approval requested by the Environmental Programs Department-Biology and the applicant included as Attachment 2 to this memo.

Attachment 2 (below): Revision to Condition of Approval:

CURRENT: COA: 060 – Planning-EPD. 4 Jurisdictional Permits

Prior to issuance of grading permits, the applicant must provide documentation demonstrating that any necessary permits allowing for impacts to jurisdictional waters have been obtained. This may include a Lake or Streambed Alteration Agreement pursuant to Fish and Game Code section 1602 from the California Department of Fish and Wildlife, a 401 Certification from the Regional Water Quality Control Board, and a 404 permit from the U.S. Army Corp of Engineers. If the agencies determine no permits are required, the applicant shall provide evidence of communication to that effect from the agencies.

REVISION: COA: 060 – Planning-EPD. 4 Jurisdictional Permits

The tract map is divided into three phases; therefore, the applicant shall apply for a grading permit for each phase. Prior to issuance of a grading permit for any phase of development that would result in impacts to jurisdictional waters, the applicant shall provide documentation demonstrating that all applicable regulatory permits have been obtained for that phase. This may include a Lake or Streambed Alteration Agreement pursuant to Fish and Game Code section 1602 from the California Department of Fish and Wildlife, a 401 Certification from the Regional Water Quality Control Board, and a 404 permit from the U.S. Army Corp of Engineers. If the agencies determine no permits are required for that Phase, the applicant shall provide evidence of communication to that effect from the agencies (to be determined if required at the discretion of EPD-Biology). Additionally, for each Phase 1, 2, and 3 the applicant must submit an exhibit to be reviewed and cleared by the Environmental Programs Department (EPD)- Biology prior to grading permit issuance demonstrating that no jurisdictional waters will be impacted.

Kay Therrien
18170 Hibiscus Ave
Riverside, CA 92508

October 5, 2025

Riverside County Planning Department
Attn: Krista Mason
P.O. Box 1409, Riverside, CA 92502-140

Re: Support for the Arroyo Vista Project (TTM38510, CPA220009, CZ2200031, CEQ220090)

To Whom It May Concern,

As a long-time resident of Woodcrest, I am writing to express my support for the Arroyo Vista Project. Having lived in this community for many years, we've tried to protect the rural lifestyle. Understanding the need for housing and changing times, I believe this project represents a thoughtful and responsible step forward.

The Developer of the project has worked with the community to design a project sensitive to the character of Woodcrest. Our community has long valued open space, thoughtful planning, and balanced growth, and from what I have seen, this project incorporates all of those priorities. The Applicant has taken careful consideration to demonstrate genuine effort to ensure the project enhances—not detracts from—our quality of life.

As someone deeply rooted in Woodcrest, I want to see our area grow in ways that honor its history while preparing for its future. I believe the Arroyo Vista Project does exactly that, and I respectfully urge you to approve it.

Thank you for your time and thoughtful consideration of this important project.

Sincerely,

Kay Therrien
Long-Time Woodcrest Resident

Nancy Edwards
18170 Hibiscus Ave
Riverside, CA 92508

October 5, 2025

Riverside County Planning Department
Attn: Krista Mason
P.O. Box 1409, Riverside, CA 92502-140

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Thank you for your time and thoughtful consideration of this important project.

Sincerely,

Nancy Edwards
Long-Time Woodcrest Resident

From: Hildebrand, John
To: Mason, Krista; Moore, Sarah
Subject: FW: General Plan Amendment No. 220009, Change of Zone No. 2200031 and TTM No. 38510
Date: Monday, October 6, 2025 8:29:03 AM
Attachments: image002.png

Forwarding – Arroyo comment

From: Odenbaugh, Rania <ROdenbaugh@Rivco.org>
Sent: Monday, October 6, 2025 8:27 AM
To: Hildebrand, John <JHildebr@RIVCO.ORG>
Subject: FW: General Plan Amendment No. 220009, Change of Zone No. 2200031 and TTM No. 38510

FYI.

Thank you!

Rania Odenbaugh, MBA.,MPM.
TLMA Agency Director| County of Riverside
Transportation | Planning | Code Enforcement | Building & Safety | Aviation | ALUC
4080 Lemon Street, 14th Floor | Riverside, CA 92501
Tel: 951.955.3109| Email: rodenbaugh@rivco.org

From: Clerk of the Board <COB@RIVCO.ORG>
Sent: Friday, October 3, 2025 4:20 PM
To: Odenbaugh, Rania <ROdenbaugh@Rivco.org>; Moore, Sarah <SarMoore@Rivco.org>; District 4 Supervisor V. Manuel Perez <District4@RIVCO.ORG>; District 5 <District5@rivco.org>; District3 <District3@Rivco.org>; District3 Information <D3Email@RIVCO.ORG>; Office of 2nd District Supervisor <District2@rivco.org>; Supervisor Medina - 1st District <district1@RIVCO.ORG>; Britt, Kimberly <KBRITT@RIVCO.ORG>; Federico, Brooke <bcfederico@rivco.org>; Franco, Sarah <SMFRANCO@RIVCO.ORG>; Leach, Charissa <cleach@rivco.org>; Paradise, Michelle <MDParadise@rivco.org>; Perez, Juan <JCPEREZ@RIVCO.ORG>; Tran, Minh <MiTran@Rivco.org>; Van Wagenen, Jeffrey <JVanWagenen@RIVCO.ORG>
Cc: Boydd, April <ABOYDD@RIVCO.ORG>
Subject: FW: General Plan Amendment No. 220009, Change of Zone No. 2200031 and TTM No. 38510

Good afternoon,

Forwarding this Request to Speak for the Board of Supervisors meeting 10/07/2025 for agenda item 23.1.

Best regards,

Riverside County Clerk of the Board of Supervisors
(951) 955-1069 Fax (951) 955-1071
Mail Stop #1010
cob@rivco.org
website: http://rivcocob.org/
https://www.facebook.com/RivCoCOB/

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From: Kathleen Crook <kathleen.crook214@gmail.com>
Sent: Friday, October 3, 2025 4:17 PM
To: Clerk of the Board <COB@RIVCO.ORG>
Subject: General Plan Amendment No. 220009, Change of Zone No. 2200031 and TTM No. 38510

CAUTION: This email originated externally from the **Riverside County** email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

Dear Board of Supervisors,

My name is Kathleen Crook and my husband Ed and I live at 15765 Cartwright Drive in Riverside. My home shares a property line with the proposed project referenced above on the East boundary in the middle where Hibiscus Rd ends.

The project and zoning change as proposed in the Tentative Tract Map provides a transition to meet with the existing rural community I love so much. This was accomplished by placing the larger residential lots of ½ to 1 acre next to the existing homes on the north, east, northwest and southern project boundaries. It also limits ingress and egress to Van Buren Blvd. I support this as zoning change as proposed and the Tentative Tract Map as proposed.

Although it is not in the agenda description, the developer agreed to landscape screening and only building single story homes on the project boundaries to enhance the views for the existing neighbors. Additionally, any clustering of smaller lots and any two-story homes will be limited to the internal areas of the project. I support this as proposed.

Overall, I support the project and Tentative Tract Map as proposed. The key phrase here is "AS PROPOSED".

However, I have a couple of concerns I need to voice.

1st – once the zoning for the project is approved and zoning is changed to 10,000 sq. ft. lot minimum, my biggest fear is this developer or a future developer (if this developer backs out like others have before) could take over and scrap the current Tract Map plan and redesign it placing hundreds of more houses into the development and along the boundary. This bait and switch tactic, should it occur will destroy, our community and I strongly oppose that. I believe this zoning approval should only be contingent on the current plan. No modifications to add more houses should be allowed. The Sheriff struggles now to patrol the houses currently in this rural area. We don't need additional delays on emergency services here.

My other concern is the rainwater drainage that runs down the South side of Hibiscus Avenue along with the drainage from Cartwright Drive which runs through my property to a 6" clay pipe in my backyard that drains into the project development. This will have to be controlled and properly routed so my property does not flood when the development blocks off the existing water run off. For your reference, I had submitted comments and pictures about this problem with my response to the draft environmental impact report. This drainage issue will need to be addressed by the County and/or Developer.

In conclusion, I support the development plan and zoning change as proposed. But any alteration by adding more houses on smaller lots I will rescind my support and strongly oppose it.

Thank you.

Kathleen and Ed Crook

From: Pamela Heino
To: Office of 2nd District Supervisor; Supervisor Medina - 1st District; Mason, Krista; Clerk of the Board
Subject: Fwd: Opposition to Arroyo Vista-Board of Supervisors
Date: Saturday, September 27, 2025 4:58:55 PM

CAUTION: This email originated externally from the **Riverside County** email system. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe.

Dear Supervisor Karen Spiegel, Jose Medina, Krista Mason and Kimberly Rector,

I am forwarding you an attachment that I have discussed with Supervisor Spiegel and Medina on separate occasions regarding the Opposition to Arroyo Vista Development Plan due to Density for the Board of Supervisors, Riverside County meeting on Tuesday, October 7, 2025. Since I can not be at this meeting, I would appreciate you discussing the four major points in opposition to this development at this planned meeting. To accomplish this, I appreciate this letter being made available to all the Supervisors ahead of time.

Thank you for your attention to these details and consideration for maintaining some country feel in Woodcrest.
Sincerely,
Pamela Heino,
17715 Country Manor Lane,
Riverside, California 92508

From: Pamela <pamelaheino@hughes.net>
To: Pambarber <pambarber@aol.com>; Pamela <pamelaheino@hughes.net>; Richard <richnickum@hughes.net>
Date: Sunday, 21 September 2025 6:11 AM PDT
Subject: Opposition to Arroyo Vista-Board of Supervisors

Opposition to Arroyo Vista Density Plan for Board of Supervisors,

Riverside County

My name is Pamela Heino and I have lived in Woodcrest area of Riverside County for 36 years at 17715 Country Manor Lane,92508. My family like other neighbors, built our homes in this country area for this lifestyle! Arroyo Vista is requesting a zone change from the General Plan "Light agricultural,10acre lots minimum" to urban "One-Family Dwellings, 10,000 sq. ft. lot minimum" urban development. 10 acres is approximately 430,000 sq.ft. and Arroyo Vista is requesting 43 times smaller

lots. Many of us live on 1-2 acre lots with hoofed animals and we are requesting the planning department take this country life style into consideration for protection of a country feel. 1 & 2 acre lots would be a welcomed compromise! But per Arroyo Vista's plan, a minimum of 132 homes of the total of about 250 homes will be of the minimum 10,000 sq.ft. lot size. Less than 20 homes will be of 1 acre size and the rest will be on smaller urban home lot size. We have been asking for almost 3 years for less density! They have not been receptive of any compromise!

We have also expressed concern regarding the density of car travel this will generate on both Van Buren Blvd. and Alessandro Blvd. daily. The planning department projects that each freestanding home generates 10 car trips daily. This development will occur at the same time that the City of Riverside is proposing to build approximately 250 units at the old K-Mart site just 4 miles away. This car density will greatly affect our ability to move around by car. Especially since the State and County Official have indicated "no new major roadways will be funded".

My goal has been to summarize the issues we have been talking about with Arroyo Vista for at least 3 years, but no compromise has been made. I have been regularly attending Supervisor Speigle's Municipal Advisory Council meetings requesting less density. Instead of compromise, Arroyo Vista continues to advertise their project with homes on an average of 1.5 acres lot. Yet, Riverside County is requiring Alta Vista to honor the Indian cultural heritage of this site with approximately "23.75 acres of designated open space." More than half of their home lots are on less than a ¼ acre. **The Woodcrest Country Advocates are requesting less density!**

The fourth major issue we have identified and have regularly

communicated with Arroyo Vista representatives has been related to safety with the two designated entrances and exits both letting out on a two-lane county country road of Iris Avenue. We are requesting less density and a zone change compromise of 1 acre lots to be more represent of the existing County Planning Designation.

Please help maintain some semblance of country county Woodcrest by requiring Less Density.

Flores, Kate

From:	Kathleen Crook <kathleen.crook214@gmail.com>
Sent:	Friday, October 3, 2025 4:17 PM
To:	Clerk of the Board
Subject:	General Plan Amendment No. 220009, Change of Zone No. 2200031 and TTM No. 38510

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23.1

environmental impact report. This drainage issue will need to be addressed by the County and/or Developer.

In conclusion, I support the development plan and zoning change as proposed. But any alteration by adding more houses on smaller lots I will rescind my support and strongly oppose it.

Thank you.

Kathleen and Ed Crook

Flores, Kate

From: Acquia Mail
Sent: Friday, October 3, 2025 9:49 AM
To: victoria@lozeaudrury.com
Cc: Clerk of the Board
Subject: Request to Speak Web Submission



Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015 . Password is 20251007.** You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on October 3, 2025

Submitted values are:

First Name
Victoria

Last Name
Yundt

Phone
5414192344

Email
victoria@lozeaudrury.com

Agenda Date
10/07/2025

Agenda Item # or Public Comment
23.1 for GPA 220009, CZ200031, TTM38510

23.1

Flores, Kate

From:	Pamela Heino <pamelaheino@hughes.net>
Sent:	Saturday, September 27, 2025 4:59 PM
To:	Office of 2nd District Supervisor; Supervisor Medina - 1st District; Mason, Krista; Clerk of the Board
Subject:	Fwd: Opposition to Arroyo Vista-Board of Supervisors
Follow Up Flag:	Follow up
Flag Status:	Flagged

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17715 Country Manor Lane,
Riverside, California 92508

From: Pamela <pamelaheino@hughes.net>
To: Pambarber <pambarber@aol.com>; Pamela <pamelaheino@hughes.net>; Richard <richnickum@hughes.net>
Date: Sunday, 21 September 2025 6:11 AM PDT
Subject: Opposition to Arroyo Vista-Board of Supervisors

Opposition to Arroyo Vista Density Plan for Board of Supervisors,

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23.1

sq.ft. and Arroyo Vista is requesting 43 times smaller lots. Many of us live on 1-2 acre lots with hoofed animals and we are requesting the planning department take this country life style into consideration for protection of a country feel. 1 & 2 acre lots would be a welcomed compromise! But per Arroyo Vista's plan, a minimum of 132 homes of the total of about 250 homes will be of the minimum 10,000 sq.ft. lot size. Less than 20 homes will be of 1 acre size and the rest will be on smaller urban home lot size. We have been asking for almost 3 years for less density! They have not been receptive of any compromise!

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My goal has been to summarize the issues we have been talking about with Arroyo Vista for at least 3 years, but no compromise has been made. I have been regularly attending Supervisor Speigle's Municipal Advisory Council meetings requesting less density. Instead of compromise, Arroyo Vista continues to advertise their project with homes on an average of 1.5 acres lot. Yet, Riverside County is requiring Alta Vista to honor the Indian cultural heritage of this site with approximately "23.75 acres of designated open space." More than half of their home lots are on less than a ¼ acre. **The Woodcrest Country Advocates are requesting less density!**

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Please help maintain some semblance of country county Woodcrest by requiring Less Density.

Flores, Kate

From: omar guzman <og3623@gmail.com>

Sent: Thursday, October 2, 2025 10:49 AM
To: Clerk of the Board
Cc: Supervisor Medina - 1st District; Landuse
Subject: Request for County Oversight and Support — Opposition to Rezoning for Warehouses at Ethanac & Murrieta

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Dear Riverside County Board of Supervisors, TLMA, and Planning Staff,

My name is Omar Guzman and I am a resident on Clarence Muse Loop, in the Perris area. I write to you today to express serious concern about the proposed rezoning of parcels near Ethanac Road & Murrieta Road, from Community Commercial / Agricultural to Light Industrial, so that massive warehouses can be built directly adjacent to residential neighborhoods and a sports park.

While the cities of Perris and Menifee are leading the rezoning and approval processes, this issue has broader county-level implications in terms of infrastructure, environmental justice, and public health. I respectfully ask Riverside County to do the following:

1. Review and monitor the rezoning and Environmental Impact Report (EIR) at the county level, particularly the cumulative impacts on traffic, air quality, stormwater, and habitat.
2. Provide technical or legal support to residents in affected cities who may not have equal resources to challenge large industrial rezoning decisions.
3. Require coordination between Perris, Menifee, and county road / infrastructure agencies to ensure that proposed truck routes, road upgrades, and drainage solutions do not unduly burden neighborhoods.
4. If necessary, request additional mitigation or denial of portions of the project that would unduly harm communities or sensitive receptors (e.g. near schools, parks, residential areas).

This area lies in a valley where pollution tends to settle. Families, children, and sports fields are immediately adjacent to the proposed sites. Approving heavy industrial uses here sets a dangerous precedent of placing warehouses right next to homes and community amenities. We need the County to be a responsible steward and ensure that local decisions don't override the health and welfare of residents in unincorporated and incorporated areas alike.

Thank you for your time and consideration. I ask that you include this letter in the public record of any relevant county review and share any responses or actions you plan to take.

Omar Guzman

Flores, Kate

From: Mason, Krista
Sent: Monday, October 6, 2025 5:23 PM
To: Sicra, Naomy; Clerk of the Board
Cc: Moore, Sarah; Hildebrand, John; Odenbaugh, Rania
Subject: Item# 23.1- Supplemental Memorandum for Hearing 10.07.2025
Attachments: TTM38510- BOS Hearing Public Comment Letters 10.07.2025.pdf; TTM38510 -BOS Supplemental Memo_10.07.2025.pdf

Good afternoon,

Please see attached the Supplemental Memo for Item #23.1.

Thank you,

Krista

KRISTA MASON
PRINCIPAL PLANNER, Riverside County Planning
T: (951) 955-1722 | E: kmason@rivco.org
Office Hours: 8:00 a.m.- 5:30 p.m. (Mon. - Thurs) / Every other Friday OFF

County Of Riverside- Transportation and Land Management Agency
4080 Lemon Street, 12th Floor | P.O. Box 1409
Riverside, CA 92501-1409
http://planning.rctlma.org/

Flores, Kate

From: Victoria Yundt <victoria@lozeaudrury.com>
Sent: Monday, October 6, 2025 5:26 PM
To: Clerk of the Board
Cc: Rebecca Davis; Chase Preciado; Leslie Reider; Emy Lipkind
Subject: Re: Comment on Environmental Impact Report, Arroyo Vista Tentative Tract Map 38510 (SCH 2023030118, GPA220009, CZ2200031, TTM38510)
Attachments: 2025.10.06 SAFER Comment_Arroyo Vista - FINAL & Exhibits.pdf

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Dear Honorable Board of Supervisors:

On behalf of Supporters Alliance for Environmental Responsibility ("SAFER") and its members living and working in Riverside County, please find comments attached regarding the Environmental Impact Report ("EIR") prepared for Arroyo Vista Tentative Tract Map 38510 (SCH 2023030118), scheduled to be heard by the Riverside Board of Supervisors on October 7, 2025 as Agenda Item 23.

If you could please confirm receipt of this email and attached comments, that would be greatly appreciated. Thank you for your assistance and consideration of these comments.

Sincerely,
Victoria
--
Victoria Yundt
Lozeau | Drury LLP
1939 Harrison St., Suite 150
Oakland, CA 94612
P: 510.836.4200
C: 510.607.8242
F: 510.836.4205
victoria@lozeaudrury.com

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23.1

LOZEAU DRURY LLP
T 510 836 4200
F 510 836 4205
1939 Harrison Street, Ste 150
Oakland, CA 94612
www.lozeaudrury.com
victoria@lozeaudrury.com

October 6, 2025

Via Email
Supervisor Joes Medina
Supervisor Karen Spiegel
Supervisor Chuck Washington
Supervisor V. Manuel Perez
Supervisor Yxstian Gutierrez
Riverside Board of Supervisors
County Administrative Center
4080 Lemon Street, 5th Floor
Riverside, CA 92501
cob@rivco.org

Re: Comment on Environmental Impact Report, Arroyo Vista Tentative Tract Map 38510 (SCH 2023030118, GPA220009, CZ2200031, TTM38510)

Dear Honorable Board of Supervisors:

This comment is submitted on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") and its members living and working in Riverside County regarding the Environmental Impact Report ("EIR") prepared for Arroyo Vista Tentative Tract Map 38510 (SCH 2023030118), which proposes a general plan amendment, zone change, and tentative tract map to allow future development of 140-acres with 231 single-family homes in unincorporated Riverside County ("Project"). The Project is scheduled to be heard by the Riverside Board of Supervisors on October 7, 2025 as Agenda Item 23.

SAFER's letter is supported by expert comments from wildlife ecologist, Dr. Shawn Smallwood, Ph.D., and indoor air quality expert, Francis Offermann. Dr. Smallwood's and Mr. Offermann's comments are attached as Exhibit A, and B, respectively.

SAFER is concerned that the EIR fails as an informational document, fails to impose all feasible mitigation measures to reduce the Project's impacts, and fails to adequately respond to comments made on the Draft EIR. SAFER requests that the County address these shortcomings in a recirculated draft EIR prior to considering approvals for the Project.

LEGAL STANDARD

I. CEQA and Environmental Impact Report

CEQA has two primary purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. (14 CCR § 15002(a)(1).) "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR 'protects not only the environment but also informed self-government.'" (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.) Second, CEQA requires public agencies to avoid or reduce environmental damage when "feasible" by requiring "environmentally superior" alternatives and all feasible mitigation measures. (14 CCR § 15002(a)(2) and (3); see also *Berkeley Jets Over the Bay Com. v. Board of Port Cmrs.* (2001) 91 Cal.App.4th 1349,1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.)

CEQA requires that an agency analyze the potential environmental impacts of its proposed actions in an Environmental Impact Report (EIR) except in certain limited circumstances. (See, e.g., Pub. Resources Code, § 21100.) The EIR is the very heart of CEQA. (*Dunn-Edwards v. BAAQMD* (1992) 9 Cal.App.4th 644, 652. The EIR is an "environmental 'alarm bell' whose purpose is to alert the public and its responsible officials to environmental changes before they have reached the ecological points of no return." (*Bakersfield Citizens for Local Control v. City of Bakersfield* (2004), 124 Cal.App.4th 1184, 1220.) The EIR also functions as a "document of accountability," intended to "demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action." (*Laurel Heights Improvements Assn. v. Regents of Univ. of Cal.* (1988) 47 Cal.3d 376, 392.)

The EIR serves to provide agencies and the public with information about the environmental impacts of a proposed project and to "identify ways that environmental damage can be avoided or significantly reduced." (14 CCR § 15002(a)(2).) Critical to this purpose, the EIR must contain an "accurate and stable project description." (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185 at 192-93 ("An accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR.") The project description must contain (a) the precise location and boundaries of the proposed project, (b) a statement of the project objectives, and (c) a general description of the project's technical, economic, and environmental characteristics. (14 CCR § 15124.)

II. Standard of Review

The California Supreme Court has emphasized that:

> When reviewing whether a discussion is sufficient to satisfy CEQA, a court must be satisfied that the EIR (1) includes sufficient detail to enable those who did not participate in its preparation to understand and to consider meaningfully the issues the proposed project raises [citation omitted]....

(*Sierra Club v. Cty. of Fresno* (2018) 6 Cal.5th 502, 510 (2018) [citing *Laurel Heights Improvement Assn.*, 47 Cal.3d at 405].) The Court in *Sierra Club v. Cty. of Fresno* also emphasized that another primary consideration of sufficiency is whether the EIR "makes a reasonable effort to substantively connect a project's air quality impacts to likely health consequences." (*Id.* at 510.) "Whether or not the alleged inadequacy is the complete omission of a required discussion or a patently inadequate one-paragraph discussion devoid of analysis, the reviewing court must decide whether the EIR serves its purpose as an informational document." (*Id.* at 516.)

Although an agency has discretion to decide the manner of discussing potentially significant effects in an EIR, "a reviewing court must determine whether the discussion of a potentially significant effect is sufficient or insufficient, i.e., whether the EIR comports with its intended function of including 'detail sufficient to enable those who did not participate in its preparation to understand and to consider meaningfully the issues raised by the proposed project.'" (*Sierra Club,* 6 Cal.5th at 516 [citing *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1197].) "The determination whether a discussion is sufficient is not solely a matter of discerning whether there is substantial evidence to support the agency's factual conclusions." (*Id.* at 516.) As the Court emphasized:

> [W]hether a description of an environmental impact is insufficient because it lacks analysis or omits the magnitude of the impact is not a substantial evidence question. A conclusory discussion of an environmental impact that an EIR deems significant can be determined by a court to be inadequate as an informational document without reference to substantial evidence.

(*Id.* at 514.) Additionally, "in preparing an EIR, the agency must consider and resolve every fair argument that can be made about the possible significant environmental effects of a project." (*Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th 1099, 1109.)

The EIR must accurately characterize the existing environmental setting including the site's ability to provide habitat to rare, special-status species. Every CEQA document must start from a "baseline" assumption. The CEQA "baseline" is the set of environmental conditions against which to compare a project's anticipated impacts. (*Communities for a Better Envt. v. So. Coast Air Qual. Mgmt. Dist.* (2010) 48 Cal. 4th 310, 321.) Section 15125(a) of the CEQA Guidelines (14 C.C.R., § 15125(a)) states in pertinent part that a lead agency's environmental review under CEQA:

> "...must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time [environmental analysis] is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a Lead Agency determines whether an impact is significant."

(See, *Save Our Peninsula Committee v. County of Monterey* (2001) 87 Cal.App.4th 99, 124-125.) As the court of appeal has explained, "the impacts of the project must be measured against the 'real conditions on the ground,'" and not against hypothetical permitted levels. (*Save Our Peninsula, supra,* 87 Cal.App.4th 99, 121-123.)

DISCUSSION

I. The Project's Analysis of Impacts to Biological Resources is Not Supported By Substantial Evidence.

Dr. Smallwood reviewed and analyzed the EIR's analysis of impacts to biological resources and found that the EIR failed to accurately characterize the Project's environmental setting, failed to adequately analyze significant impacts to wildlife, and failed to provide adequate mitigation measures. As a result, the Project's analysis of impacts to biological resources is insufficient or not supported by substantial evidence.

Dr. Smallwood's associate Noriko Smallwood conducted surveys of the Project site. On September 10 and 11, 2025, she conducted diurnal surveys for 5.12 hours and a 2-hour nocturnal survey. (Ex. A, p. 2.) During her surveys, Ms. Smallwood observed 49 species of vertebrate wildlife utilizing the Project site, 16 of which are special status species including Cooper's hawk, Southwestern willow flycatcher, Least Bell's vireo, California gnatcatcher, and Western mastiff bat, among others. (Ex. A, pp. 14-15.) Combined with the species identified on site during the studies included in the EIR, at least 22 special-status species depend on the Project site as habitat. (Ex. A, p. 21.) Dr. Smallwood classifies the Project site as a "species-rich wildlife community." (*Id.* at 17.)

Based on Ms. Smallwood's observations at the Project site and Dr. Smallwood's extensive knowledge of wildlife habitat, wildlife movement, and conservation of endangered, threatened, rare, and sensitive species, Dr. Smallwood concluded that the Project would result in significant impacts to special status species. These impacts include significant habitat loss, interference with wildlife movement, window collisions, and wildlife-vehicle collisions. Based on the lack of success of the Riverside multispecies habitat conservation plan, Dr. Smallwood also concluded that the Project would result in significant cumulative impacts to wildlife in this region.

A. Habitat loss and lost reproductive capacity

Dr. Smallwood determined that the Project will adversely impact each of the 22 special-status species using the Project site as habitat. (Ex. A, p. 21.) He explains that each of these species benefits from the juxtaposition of riparian vegetation and upland environments provided by the Project site. (*Id.*) This loss of habitat would lead to a loss of nesting sites for special status birds, which will result in lost reproductive capacity. (*Id.* at 28.) Specifically, Dr. Smallwood predicts that the Project would result in "the loss of 522 nest sites and 726 nest attempts per year." (*Id.*) The loss of nests, in turn, would result in the loss of 2,366 birds each year. (*Id.*) Dr. Smallwood concludes, "The loss of 2,366 birds per year would be a loss of significant habitat value that is currently provided by the project site. Most if not all these birds are protected by the federal Migratory Bird Treaty Act and by California's Migratory Bird Protection Act, both of which are intended to most strongly protect breeding migratory birds." (*Id.*) However, the EIR failed to analyze this significant impact. Accordingly, this impact must be considered and analyzed in a recirculated draft environmental impact report.

B. Interference with wildlife movement

Dr. Smallwood determined that the Project would significantly impact wildlife movement in the region. (Ex. A, pp. 28-29.) This is because the Project site provides wildlife with stopover opportunities during migration or dispersal of young. In addition, nearly 50% of the site's perimeter is flush with wildlands, and the remainder of the perimeter is flush with very low-density rural use. (*Id.* at 29.) Moreover, Dr. Smallwood explains that "[r]unning through the site is a tributary to Goldenstar Creek, which connects wildlife that follow along riparian forests and scrub when they move for migration, dispersal or home range patrol." (*Id.*) Once the Project is built, movement of the species supported by the Project site will be impaired. (*Id.*)

Rather than analyze the Project's potential impact on wildlife movement, the EIR improperly focuses on whether the site occurs within a "wildlife corridor or linkage." But CEQA does not limit potential impacts to movement within a defined wildlife corridor. (*Id.*) By focusing on this false standard, the EIR's conclusion that the Project will not impact wildlife movement is unsupported by substantial evidence.

C. Window collision mortality

The EIR fails to analyze potentially significant impacts to avian species from window collision mortality throughout the Project. As Noriko's survey and the EIR's surveys demonstrate, the Project site and surrounding area is open space that is a vibrant habitat to many birds who not only nest onsite, but fly across it. (Ex. A, p. 30.) The EIR's proposal to construct 231 residential units would result in the introduction of thousands of glass windows which will impair the birds' use of the aerosphere—a critical part of avian habitat onsite. (*Id.*) Dr. Smallwood notes that window collisions are the second or third largest source of human-caused

bird mortality and reviews copious studies demonstrating the substantial bird fatalities from window collisions. (*Id.*, p. 30-32.) Dr. Smallwood estimates based on average window coverage, that construction of 231 residential units on the site alone would kill 473 birds annually. (*Id.* at 32.) "The vast majority of these predicted deaths would be of birds protected under the Migratory Bird Treaty Act and under the California Migratory Bird Protection Act." (*Id.*) A bird-window collision mortality of this predicted magnitude would be highly significant. (*Id.*) Based on the ample evidence of likely significant bird-window collision mortalities, Dr. Smallwood found that an impact analysis was warranted across all sites. (*Id.*)

D. Wildlife-vehicle collisions

Dr. Smallwood determined that the Project would result in significant wildlife mortality due to wildlife-vehicle collisions with vehicles traveling to and from the new homes and within the Project site, which the EIR fails to analyze. (Ex. A, pp. 33-36.) As Dr. Smallwood explains, vehicle collisions have accounted for the deaths of many thousands of amphibian, reptile, mammal, bird, and arthropod fauna, and the impacts have often been found to be significant at the population level. (*Id.*) Dr. Smallwood provides several studies demonstrating significant animal deaths due to collisions in the thousands annually per 100 km of road. (*Id.*) The EIR failed to analyze whether increased traffic generated by the Project would result in significant local impacts to wildlife.

The EIR predicts 8.7 million VMT would be generated by the Project annually. Based on these VMT, Dr. Smallwood was able to predict that the Project would result in 3,716 wildlife fatalities per year as a result of Project-generated traffic. (*Id.* at 36.) Based on this analysis, Dr. Smallwood concludes "the project-generated traffic would cause substantial, significant impacts to wildlife." (*Id.*) The EIR does not address or mitigate this significant impact.

E. Cumulative impacts

Finally, Dr. Smallwood concluded that the Project would result in significant, cumulative impacts on wildlife. The EIR assumes the Project's cumulative biological impacts would be less than significant because of the existence of the Western Riverside County Multi-Species Habitat Conservation Plan ("MSHCP"). The EIR explains that the MSHCP "provides for the long-term protection of sensitive plant, animal, and plant communities throughout the MSHCP area," and "most cumulative development projects within the Project vicinity would be subject to the provisions of the MSHCP, and the general range of habitats, species, climate, etc. are fairly consistent throughout the MSHCP." (EIR, p. 4.4-31.) There are a number of problems with relying exclusively on the existence of the MSHCP for the cumulative impact conclusion and mitigation.

First, most of the special-status species that actually or potentially occur on the Project site are not covered by the MSHCP. (Ex. A, p. 36.) As a result, the MSHCP provides no evidence to support the EIR's conclusion that the Project's cumulative impact to these species will be less