

**The Villages of Lakeview
Environmental Impact Report No. 471**

**MITIGATION MONITORING and
REPORTING PROGRAM**

**Riverside County Planning Department
4080 Lemon Street, 9th Floor,
Riverside, CA 92502**

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3.0 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation measures were incorporated into this project to reduce environmental impacts identified in the project Draft Environmental Impact Report (DEIR). Pursuant to Section 15094 (c), a written monitoring and reporting program has been compiled to verify implementation of adopted mitigation measures. “Monitoring” refers to the ongoing or periodic process of project oversight. “Reporting” refers to written compliance review that will be presented to the responsible parties included in the table below. A report can be required at various stages throughout project implementation or upon completion of the mitigation measure. The following table provides the required information which includes identification of the potential impact, the various mitigation measures, applicable implementation timing, identification of the agencies responsible in implementation, and the monitoring/reporting method for each mitigation measure identified.

The following clarifies the meaning of each column in the following table:

<u>Impact Category:</u>	Identifies potentially affected resource/environmental condition.
<u>Mitigation Measure:</u>	Those measures that will be implemented to minimize possible significant environmental impacts.
<u>Level of Impact:</u>	Level of significance of possible significant environmental impact prior to mitigation measures.
<u>Implementation Timing:</u>	The phase of the project in which implementation and compliance will be monitored.
<u>Responsible Party:</u>	Identifies the entity responsible for monitoring implementation of the mitigation measure.
<u>Monitoring/Reporting Method:</u>	Identifies mechanism by which implementation will be verified.
<u>Impact After Mitigation:</u>	Level of significance of possible significant environmental impact following implementation of mitigation measures.
<u>Comments/Completion Date:</u>	To be noted and dated by the Planning Department upon receipt of verification of each mitigation measure.

The following mitigation measures contain several acronyms that are defined in the Draft EIR, but may not be defined in the following mitigation measures. As used in the mitigation measures, these acronyms are defined as follows:

CDFG = California Department of Fish and Game
MSHCP = Multiple Species Habitat Conservation Plan
NPDES = National Pollutant Discharge Elimination System
CNEL = Community Noise Equivalent Level
EMWD= Eastern Municipal Water District
CC&R= Covenant, Condition and Restriction document
CRMP= Cultural Resources Management Plan

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
AESTHETICS	Regulatory compliance (GP Policies re: Avoid blocking public views with solid walls, 50’ setbacks from Ramona, undergrounding lines on Ramona, preserving Lakeview Mtns., LU 13.1,2,5 and OS 21.1,22.1,22.3) MM Aesthetics 1: To mitigate for potential substantial adverse effects upon a scenic highway corridor and to avoid the creation of an aesthetically offensive site open to public view, the water tank(s) to be located within Planning Area 81 in the Lakeview Mountains shall be screened using landscaping and paint colors that blend in with the surrounding hills. A combination of earthen berms and landscaping may be used. The landscape screening plans shall be submitted to Eastern Municipal Water District for approval prior to approval of final construction documents for the tank(s).	Significant impact	Prior to the issuance of building permits	EMWD	Landscape Plans shall be submitted to EMWD for approval	Less than significant with mitigation and regulatory compliance	
	MM Aesthetics 2: To reduce potential significant adverse impacts upon the scenic views from Ramona Expressway (a County Eligible Scenic Highway corridor), landscaping shall be provided adjacent to the Mixed-Use Town Center Village to address foreground views from Ramona Expressway. The extent and nature of the landscaping shall be identified, reviewed and approved by the County during the Village Refinement Process for this village The landscaping shall include drought-tolerant, low groundcover and shrubs with mulch or rock to provide an attractive ground plain. Because views of the Lakeview Mountains may be afforded trees shall be grouped in such a way as to allow open areas for intermittent views (i.e., no solid rows of trees).	Significant impact	Prior to Town Center Village Refinement Plan (VRP) approval.	Planning Department Building & Safety Department	VRP submitted to Planning Department for approval.	Less than significant with mitigation and regulatory compliance.	
	Regulatory compliance (GP Policies re: Avoid blocking public views with solid walls) and Design Consideration within the project (30’ equestrian trail along southern boundary, Hansen Park, trail access to Lakeview Mountains). MM Aesthetics 3: To reduce potential significant adverse impacts to local scenic resources, the landscaping of the Hansen Avenue area park shall include the preservation of existing mature trees, if possible, and the use of white split rail fences. The preservation of the trees shall be confirmed at the approval of the VRP for the Garden Village and finalized prior to Final Inspection building permit issuance for the last adjacent residential unit. If the 24 existing trees along the entry to the thoroughbred farm cannot be preserved, then they shall be replaced within the planned park at a ratio of 1:1 by the planting of new 36-inch box trees of the same species as the mature trees being removed The equestrian trail Multi-	Significant impact	Tree preservation confirmation prior to VRP approval for the Garden Village. Trails and landscaping prior to the last building permit Final Inspection of Residential Uses in implementing maps adjacent to Hansen and Wolfskill Avenues and/or Poppy Road.	Planning Department and Building & Safety Department	VRP submitted to Planning Department for approval. Landscape plans shall be submitted to the Building & Safety department for approval	Less than significant with design considerations and mitigation	

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	Purpose Community Trail along Hansen and Wolfskill Avenues and Poppy Road shall also include trees spaced so as not to block views and white split-rail fences. Prior to grading permits, landscape plans shall be submitted to the Building Department for approval. Construction of trail and landscaping shall occur commensurate with adjacent implementing tracts and finalized prior to Final Inspection issuance of the building permit for the last adjacent residential unit. Construction of the park elements shall be completed as required per unit number triggers in the Specific Plan (No. 342) as reflected in the Parkland Tracking Report.						
	Regulatory compliance (GP Policies re: Avoid blocking public views with solid walls, preserving Lakeview Mtns., LU 13.1,2,5 and OS 21.1,22.1,22.3) MM Aesthetics 4 To reduce potential significant adverse impacts to public scenic views from Wolfskill Avenue, Mike Lane and Poppy Lane, grading plans for the portions of Planning Areas 57 and 58 which abut Wolfskill or Poppy, shall be reviewed by the Building Department to ensure that slopes which are higher than existing roads are no higher or longer than the Conceptual Grading Diagram in Specific Plan 342 indicates. Building layouts and setbacks shall also be reviewed to ensure that some views over or between proposed buildings are maintained along Wolfskill Avenue. Some means of achieving the intent of this mitigation may include, but are not limited to: reduced-height homes along the frontage with existing local roads, larger setbacks, stepped grading, etc.	Significant impact	Prior to the issuance of a Grading permits for implementing maps located in areas of PAs 57 and 58 which are adjacent to Wolfskill Avenue and/or Poppy Road.	Building & Safety Department	Grading and Landscape plans shall be submitted to the Building & Safety department for approval	Less than significant with mitigation and regulatory compliance. Cumulatively significant and unavoidable due to conversion of open lands to urban uses consistent with RCIP EIR.	
	With regulatory compliance, no mitigation required.	Less than significant	Not Applicable	Not Applicable	Not Applicable	Less than significant with regulatory compliance without mitigation	
AGRICULTURE	MM Ag 1: To reduce potential significant adverse impacts due to incompatibility between agricultural uses and proposed suburban development, proposed residences, school buildings, and commercial structures shall be setback 300 feet from existing active agricultural uses of an offensive nature, which are defined as: corrals, chicken houses, dairy waste ponds, manure stockpiles, or commercial livestock. This setback shall not apply to areas of the project where Ramona Expressway intervenes between active agriculture and proposed development because the expressway will act as the buffer.	Significant impact	Prior to the approval of tentative tract map for each implementing projects	Planning Department	Tentative Tract Maps shall be submitted to the Planning department for approval. The map shall show the 300-feet setback from active agricultural uses.	Less than significant with mitigation	

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	The 300-foot buffer area may include public road rights-of-way, parking lots, and service or maintenance areas. In addition to project edge conditions, the 300-foot setback shall also apply to interim conditions on-site between occupied project-related buildings and existing on-site agricultural uses of an offensive nature (e.g., chicken ranch) that are located in a later phase of project development and may remain operational while earlier phases of development are being built.						
	Alternative Section 8.0 presents Alternatives 2, 3, and 5 which, reduce impacts to Designated Farmland through avoidance. None eliminate impacts or reduce to less than significant. The following Mitigation measures lessen, but not avoid or reduce the impact to less than significant: MM Ag 2: A perpetual agricultural conservation easement (Easement) as defined by Section 815.1 of the California Civil Code containing a minimum of 100 acres of "agricultural land" as defined by Public Resources Code Section 10213 within five miles of the project, shall be provided by the Master Developer to the state, county, resource conservation district, regional park or open-space district, regional park or open-space authority, a nonprofit organization, or other entity authorized to acquire and hold conservation easements under Civil Code Section 815.3. The purpose of this Easement is to restrict the property's use to only those uses that will not impair or interfere with the property's agricultural productive capacity, its soils, and its agricultural character, values, and utility. To the extent that the preservation of the open space character and scenic, habitat, natural, or historic values of the property are consistent with such use, it will be within the purpose of this easement to protect those values. Rural enterprises or activities, including, but not limited to, grazing, hunting and fishing, wildlife habitat improvement, predator control, timber harvesting, and firewood production, shall be permitted uses provided that the agricultural productivity of the land and is not significantly impaired by those activities. The Easement shall be recorded on or before the issuance of the 1,500th building permit.	Significant impact	Prior to the issuance of a grading permit	Planning Department	The conservation Easement as described in the mitigation measure, shall be submitted and recorded by the County of Riverside	Significant after mitigation for both project and cumulative impacts	

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	MM Ag 3: Master Developer shall preserve within the project no less than 3 acres of "Prime Farmland" as defined by Public Resources Code Section 10213 for use as a community garden or gardens by recordation of a conservation easement as defined by Section 815.1 of the California Civil Code. To the extent that the preservation of the open space character and scenic, habitat, natural, or historic values of the property are consistent with such use, it will be within the purpose of this easement to protect those values. The Community Garden will be run by the Homeowners’ Association or County Service Area so as to be available to the public for the purpose of gardening. The location of the community garden or gardens shall occur within the 500-foot Greenbelt as defined by Planning Areas 5, 7, 8, 21 and 22. An easement shall be recorded and the community garden or gardens shall be available for use on or before the issuance of the 1,500 th building permit.	Significant impact	Prior to the issuance of the 1,500 th building permit	Building & Safety Department	An Easement for the community garden shall be submitted and recorded by the County of Riverside	Significant after mitigation for both project and cumulative impacts	
AIR QUALITY	Required regulation (Rule 403) MM Air 1: During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers’ specifications to the satisfaction of the Department of Building and Safety. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the Department of Building and Safety.	Significant impact	During construction	Building & Safety Department	Equipment maintenance records and equipment specification data sheets shall be kept onsite	Significant impact with regulatory compliance and mitigation. (Regional and Local, both short and long term impacts) CO Hot Spots: Less than significant without mitigation.	
	MM Air 1a: All project developers funded privately rather than publicly (public funding requires that the winning proposal go to the lowest responsible bidder) shall provide preference to qualified grading contractor proposals that include the use of construction equipment that demonstrates early compliance for off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) – and/or – meets or exceeds Tier 3 standards with available CARB verified or U.S. EPA-certified technologies or use of alternative fueled off-road construction equipment. Proof of preference shall be reviewed by the Department of Building and Safety’s Grading Division prior to issuance of a grading permit.	Significant impact	Prior to the issuance of grading permit	Building & Safety Department/ Grading Division	All proposals for privately funded developers shall be submitted for review to show preference was provided to qualified grading contractors that use qualifying construction equipment prior to selecting the winning proposal.	Significant impact with regulatory compliance and mitigation.	

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	MM Air 2: Where economically and physically feasible, electricity from power poles shall be used instead of temporary diesel- or gasoline powered generators to reduce the associated emissions. Feasibility shall be determined by the contractor and approved by the Department of Building and Safety’s Grading Division prior to issuance of grading permits.	Significant impact	Prior to the issuance of grading permit	Building & Safety Department/ Grading Division	Issuance of grading permit	Significant impact with regulatory compliance and mitigation. (Regional and Local, both short and long term impacts)	
	MM Air 3: To reduce construction vehicle (truck) idling while waiting to enter/exit the site, prior to issuance of grading permits, the contractor shall submit a traffic control plan that will describe in detail safe detours to prevent traffic congestion to the best of the project’s ability, and provide temporary traffic control measures during construction activities that will allow both construction and on-street traffic to move with less than 5-minute idling times. Additional traffic control measures may include, but are not limited to: - require construction parking to be configured such that traffic interference is minimized, - provide dedicated turn lanes for movement of construction trucks and equipment on- off-site, - schedule construction activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable, - reroute construction trucks away from congested streets or sensitive receptor areas, and - improve traffic flow by signal synchronization.	Significant impact	Prior to the issuance of grading permit	Building & Safety Department/ Grading Division and Transportation Department	A Traffic Control Plan shall be submitted for approval.	Significant impact with regulatory compliance and mitigation. (Regional and Local, both short and long term impacts)	
	MM Air 3a: To reduce fugitive dust emissions, the developer shall provide the County of Riverside with sufficient proof of compliance with Rule 403 and other dust control measures including, but not limited to: - requiring the application of non-toxic soil stabilizers according to manufacturers’ specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain), - requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered, - suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour, - post contact information outside the property for the	Significant impact	Prior to the issuance of grading permit	Building & Safety Department/ Grading Division	Issuance of grading permit	Significant impact with regulatory compliance and mitigation.	

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	public to call if specific air quality issues arise, • use SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials, • replace ground cover in disturbed areas as quickly as possible.						
	MM Air 3b: In order to improve air quality by reducing VOC emissions associated with the application of architectural coating, homebuilders shall apply coatings and solvents with a VOC content lower than required under Rule 1113 as amended July 13, 2007 to residential dwelling units. In addition, homebuilders are encouraged to consider the use of pre-coated construction materials and materials that do not require painting. Construction specifications shall be included in the building specifications that assure these requirements are implemented. The specifications shall be reviewed by the County of Riverside’s Building and Safety Department for compliance with this mitigation measure prior to issuance of a building permit.	Significant impact	Prior to the issuance of building permit	Building & Safety Department	Construction specifications shall be included in the building specifications that assure these requirements are implemented.	Significant impact with regulatory compliance and mitigation.	
	MM Air 4: In order to reduce energy consumption from proposed project development, applicable plans (e.g., electrical plans, improvement maps, etc.) submitted to the County shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable Department (e.g., Department of Building and Safety or Department of Transportation) prior to conveyance of applicable streets.	Significant impact	Prior to the approval of Street Improvement Plans	Transportation Department and Building & Safety Department	Street Improvement Plan shall indicate energy-efficient street lighting throughout the project.	Significant after mitigation	
	MM Air 5: In order to reduce energy consumption from the proposed project development, construction of large residential buildings, large public buildings (library, public community center, schools, and joint-use facilities), large private recreation buildings owned by the Homeowners’ Association (HOA) and large commercial buildings (retail and office) all homes and businesses shall exceed the 2007 California Energy Code - Title 24, Part 6 energy efficiency standards by 35% (schools and joint-use facilities are subject to Nuvview Union School District approval). Submission of a Title 24 worksheet with building plans shall be required by the Department of Building and Safety in order to obtain a building permit. The worksheet shall include both the calculations showing the minimum Title 24 compliance requirements and calculations demonstrating that the project will increase reduce energy efficiency consumption 35% beyond below Title 24. Compliance is determined by the energy efficiency use	Significant impact	Prior to issuance of Building Permit	Building & Safety Department	Submission of a Title 24 worksheet with building plans shall be required. The worksheet shall include both the calculations showing the minimum Title 24 compliance requirements and calculations demonstrating that the project will increase reduce energy efficiency consumption 35% beyond below Title 24. Compliance is determined by comparing the energy efficiency use	Significant after mitigation	

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	comparing the energy efficiency of the proposed development to a minimally Title 24 compliant development. The calculations must be from an energy analysis computer program approved by the California Energy Commission in accordance with Title 24, Part 1, Article 1, Section 10-109. These approved programs include, as of February 2009, EnergyPro and Micropas 7 for residential buildings and EnergyPro, Perform 2005, and eQuest/D2Comply for non-residential buildings. (Note: “large” is defined as the primary residence, main private recreation building, main public community center building, retail space with an anchor, etc.; “large” excludes a shed in a residential yard, small utility buildings, small pool buildings, trash enclosures, etc.)				of the proposed development to a minimally Title 24 compliant development. The calculations must be from an energy analysis computer program approved by the California Energy Commission in accordance with Title 24, Part 1, Article 1, Section 10-109. These approved programs include, as of February 2009, EnergyPro and Micropas 7 for residential buildings and EnergyPro, Perform 2005, and eQuest/D2Comply for non-residential buildings.		
	MM Air 6: In order to reduce energy consumption from the proposed project development, The Villages of Lakeview homebuilders shall, if installing major appliances such as dishwashers, washing machines, and refrigerators in homes, install Energy Star-rated models. Major appliances installed in large public buildings (library, public community center, schools, and joint-use facilities) and large private recreation buildings owned by the HOA shall be Energy Star-rated (schools and joint-use facilities are subject to Nuview Union School District approval). Proof of compliance will be required by the Department of Building and Safety in order to obtain a Final Inspection. (Note: “large” is defined as the primary residence, main private recreation building, main public community center building, retail space with an anchor, etc.; “large” excludes a shed in a residential yard, small utility buildings, small pool buildings, trash enclosures, etc.)	Significant impact	Prior to the issuance of Final Inspection	Building & Safety Department	Building Plans shall identify Energy Star-rated appliances in all floor plans	Significant after mitigation	
	MM Air 6a: In order to increase renewable energy sources and reduce greenhouse gas emissions, large public buildings (library, public community center, schools, and joint-use facilities) and large private recreation buildings owned by the HOA shall be installed with solar panels, photovoltaic cells, solar thermal systems or other renewable energy generating technology (schools and joint-use facilities are subject to Nuview Union School District approval). Homebuilders are required to: 1) offer to home buyers solar panels, photovoltaic cells, solar thermal systems or other renewable energy generating technology as part of the homebuilder’s option	Significant impact	Prior to issuance of Building Permit	Building & Safety Department	Building Plans shall identify solar panels, photovoltaic cells, solar thermal systems or other renewable energy generating technology or contain the homebuilder’s option package.	Significant after mitigation	

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	program, or 2) be consistent with the Governor’s Million Solar Roofs plan. Proof of compliance shall be shown on the panel of plans or the homebuilder’s option package and be required by the Department of Building and Safety in order to obtain a building permit. (Note: “large” is defined as the primary residence, main private recreation building, main public community center building, retail space with an anchor, etc.; “large” excludes a shed in a residential yard, small utility buildings, small pool buildings, trash enclosures, etc.)						
	MM Air 7: Because The Villages of Lakeview residents will be adding additional car trips, and therefore contributing indirectly to both criteria pollutants and greenhouses gases such as carbon dioxide, The Villages of Lakeview will provide a transit center, including a bus stop opportunity and park–n-ride lot to facilitate carpooling and/or use of public transportation. Proof of compliance will be required prior to the issuance of the 2,632 st building permit.	Significant impact	Prior to the 2,632 nd building permit	Building & Safety Department	Installation of a transit center, including a bus stop and park–n-ride lot to facilitate carpooling and/or use of public transportation	Significant after mitigation	
	MM Air 8: Because The Villages of Lakeview residents will be adding additional car trips, and therefore contributing indirectly to both criteria pollutants and greenhouses gases such as carbon dioxide, The Villages of Lakeview will designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing at the transit center, library, public community center, Central Park parking area, and in commercial areas. Proof of compliance will be required prior to the approval of the Plot Plan for each of the projects listed above.	Significant impact	Prior to the approval of a Plot Plan for each implementing project	Planning Department	The Plot Plan shall show the designated parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing at the transit center, library, public community center, Central Park parking area, and in commercial areas	Significant after mitigation	
	MM Air 9: Adequate bicycle parking (one space per 20 car spaces) shall be provided at the transit center, library, public community center, Central Park parking area, and the commercial areas. Proof of compliance will be required prior to approval of the Plot Plan for each implementing project.	Significant impact	Prior to the approval of a Plot Plan for each implementing project	Planning Department	The Plot Plan shall show bicycle parking stalls (areas) at the transit center, library, public community center, Central Park parking area, and the commercial areas.	Significant after mitigation	

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	MM Air 10: Because The Villages of Lakeview residents will be adding additional car trips, and therefore contributing indirectly to both criteria pollutants and greenhouses gases such as carbon dioxide, public information shall be provided to residents about opportunities to utilize walking, public transportation, carpooling, and bicycles. This effort will be implemented through signage and information posted at the transit center, library, public community center, Central Park parking area, and in commercial areas. Proof of compliance will be required prior to issuance of the building permit for each of the above facilities.	Significant impact	Prior to the issuance of a building permit	Building & Safety Department	Plot Plan shall show signs.	Significant after mitigation	
	MM Air 11: Because THE VILLAGES OF LAKEVIEW residents will be adding additional car trips, and therefore contributing indirectly to both criteria pollutants and greenhouses gases such as carbon dioxide, a community vehicle shall be provided by the Homeowners Association (or like entity) for resident transport. It shall be an electric or alternative fuel vehicle. Proof of compliance will be required prior to the issuance of the 9,551 st building permit.	Significant impact.	Prior to the occupancy of the 9,551 st dwelling unit, or an equivalent amount of non-residential building permits	Homeowners Association and Building and Safety Department	HOA shall provide Building and Safety Department with proof of: 1) purchase of a vehicle, 2) lease of a vehicle, or 3) contracting with a 3 rd -party for service to provide vehicle(s).	Significant after mitigation	
	MM Air 12: Because The Villages of Lakeview residents will be adding additional sources of solid waste to nearby landfills and thereby indirectly contributing to methane emissions, in addition to mitigation measures found in Section 5.15 (MM Util 9 through 11) separate recycling and waste receptacles will be provided at all public garbage bins along sidewalks and at the transit center, library, public community center, Central Park parking area, and in commercial areas. Proof of compliance will be required prior to issuance of a building permit. Signage and information regarding the recycling bins and acceptable recycling materials shall be posted at the transit center, library, public community center, Central Park parking area, and in commercial areas. Proof of compliance will be required by the Department of Building and Safety prior to the Plot Plan Ffinal Inspection of each the above-listed facilities.	Significant impact	Proof of compliance with waste receptacle locations will be required prior to issuance of a building permit. Proof of compliance will be required by the Department of Building and Safety prior to the Plot Plan Ffinal Inspection of each the above-listed facilities.	Building and Safety Department Building and Safety Department	Issuance of building permit Issuance of Plot Plan Final Inspection	Significant after mitigation	

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	MM Air 13: Because THE VILLAGES OF LAKEVIEW residents will be adding additional car trips, and therefore contributing indirectly to both criteria pollutants and greenhouses gases such as carbon dioxide, THE VILLAGES OF LAKEVIEW will coordinate with the transportation department and with local and regional agencies where possible in order to maximize integration of the project with local transportation planning and implementation efforts. These efforts include the possibility of extending the Riverside Transit Agency’s Bus Rapid Transit System into the area and bus connections to proposed Metrolink stations along the Perris Valley Line. Proof of coordination shall be provided to the County Transportation Department prior to the issuance of the 2,632 nd , 6,771 st , and 11,350 th building permits which correspond with the completion of each Phase of development, respectively. Coordination materials shall include a Staff Report or Meeting Minutes.	Significant impact	Proof of coordination shall be provided to the County Transportation Department prior to the issuance of the 2,632 nd , 6,771 st , and 11,350 th building permits which correspond with the completion of each Phase of development, respectively.	Transportation Department	Coordination materials shall include a Staff Report or Meeting Minutes.	Significant after mitigation	
	MM Air 14: Within the Central Park's campus of public facilities, which includes a public community center and a library, up to 5 parking spaces (in excess of standard parking requirements) shall be dedicated for the installation of an EV charging facility or for a car sharing program.	Significant impact	Prior to the approval of a Plot Plan for each implementing project	Planning Department	The Plot Plan shall show the designated parking spaces for the installation of an EV charging facility or for a car sharing program	Significant after mitigation	

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BIOLOGY	Required regulation (MSHCP, SKRHCP) and Design Considerations (preservation of Lakeview Mountains and OS near river, adherence to ban on invasive plant species, 500-foot setback from SJWA, wildlife corridor) MM Bio 1: The project will introduce new sources of nighttime lighting and glare near conservation areas for outdoor security purposes and the residences located on site. Proposed land uses immediately adjacent to the SJWA (northern interface) consist of conservation and open space with drainage facilities (including but not limited to drainage facilities, water quality basins, and passive parks). Proposed land uses adjacent to the Lakeview Mountains (southern interface) consist of residential development (including a fuel modification zone for fire protection) and park use. Potential impacts from introduced lights include impacts to migratory birds that use constellations to guide them during migration and impacts to foraging, reproduction, and circadian rhythms of other species. The CC&Rs and Homeowners’ Associations will ensure that lighting is not projected into the Conservation Area at either interface. Street lighting will be designed with internal baffles to direct the lighting towards the ground and have a zero side angle cut off to the horizon. At the interface with the Lakeview Mountains, street lighting will be at least 50 feet away from the Conservation Area. North of Ramona Expressway, street lighting will be at least 400 feet from the project’s proposed conservation areas and at least 500 feet away from the existing SJWA. The shielded lighting and adequate setback will ensure that there will be no spillage of lighting into the Conservation Area. The CC&Rs shall be submitted to the Planning Department and County Counsel prior to Map Recordation and will restrict the placement and use of lighting on private residential properties, such that individual residences will not direct lighting into the Conservation Area.	Significant impact	Prior to Map Recordation	Planning Department and County Counsel	CC & R’s shall be submitted and approved by the Planning Department	Less than significant with mitigation	
	MM Bio 2: Planning Areas and roads adjacent to the SJWA, Proposed Constrained Linkage 20 (wildlife corridor) and the Lakeview Mountains will incorporate barriers (as appropriate) to minimize unauthorized public access, domestic animal predation, illegal trespass, or unauthorized dumping. The exception will be public access locations, which will direct the public into authorized access areas within the Conservation Area (i.e., SJWA and the Lakeview Mountains). All barriers will be placed within the boundaries of the development and will be outside of the Conservation Areas. Barriers will be located between the SJWA/Lakeview Mountains and houses/paved roads. Barriers will be designed to	Significant impact	Prior to the approval of tentative tract map for each implementing projects	Riverside County Environmental Programs Department (EPD)	Tentative Tract Maps and street improvement plans shall be submitted for approval	Less than significant with mitigation	

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	accommodate wildlife movement, but directing wildlife away from residential areas. Barriers may consist of, but not be limited to, walls, plants, fences, berms, and other means (such as horizontal distance and vertical distance) or combination of means to achieve the desired result;. The final design of the barriers shall be completed based on consultation between the developer, County Planning Department, and as approved by the County Environment Programs Department when tentative tract maps and/or road plans are approved. California Department of Fish and Game San Jacinto Wildlife Area representatives will be consulted regarding final design of barriers along the SJWA edge. Where barriers are required between established conservation areas and other areas of the project site, impacts to cultural resources shall be taken into consideration with respect to location, design, and installation such that cultural resources adjacent to the conservation areas are avoided and that the setting is respected or enhanced. The County Archaeologist, or designee thereof, shall review all barrier plans proposed adjacent to conservation areas on-site to assure consistency with this mitigation measure.						
	MM Bio 3: The project Conditions, Covenants and Restrictions shall restrict the number of domestic animals (e.g., dogs, cats and other predatory animals) allowed per residence to two, thus further limiting potential impacts. Cats shall be limited to indoors. Copies of the CC&Rs shall be provided to the County Planning Department prior to Map Recordation. [Note: Current County zoning allows up to 4 dogs per premises.] This mitigation measure applies to development north of Ramona Expressway (Resort Village) and the following planning areas south of Ramona Expressway: 58, 66-69, 73, and 77.	Significant impact	Prior to Map Recordation	Planning Department and County Counsel	CC & R's shall be submitted and approved by the Planning Department	Less than significant with mitigation	
	MM Bio 4: No more than 30 days prior to ground disturbance associated with the development of the project regarding clearing, grading, or demolition, a qualified biologist will conduct a pre-construction burrowing owl survey to satisfy Objective Number 5 of the MSHCP species-specific objectives for the burrowing owl. If breeding burrowing owls are detected on site, the Master Developer will coordinate with the County of Riverside Environmental Programs Department (EPD) to determine if the occupied habitat will need to be avoided, or if the owls can be relocated from the site. If the relocation of owls is approved, the Master Developer will prepare a plan of relocation (passive or active) to be approved by EPD and the responsible wildlife agencies (i.e., U.S. Fish and Wildlife Service and CDFG). If approved, relocation will be conducted outside of the breeding season. If	Significant impact	Prior to the issuance of grading permit	Riverside County Environmental Programs Department (EPD)	Pre-construction Burrowing Owl Survey from a qualified biologist	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	non-breeding owls are identified on site, including wintering owls, the proponent will also notify EPD, and will relocate the owls following a protocol to be approved by EPD and the wildlife agencies.						
	MM Bio 5: If habitat suitable to support the coastal California gnatcatcher is to be removed between March 1 and August 15, focused surveys shall first be conducted to determine if the habitat is occupied by gnatcatchers. If gnatcatchers are present and are determined to be nesting, the occupied areas shall be avoided until after August 15.	Significant impact	Prior to the issuance of grading permit. If construction commences between March 1 st and August 15th	Riverside County Environmental Programs Department (EPD)	If construction commences between March 1 st and August 15 th , a focused survey shall be submitted to EPD.	Less than significant with mitigation.	
	MM Bio 6: The removal of potential nesting vegetation of sensitive bird species will be conducted outside of the nesting season (February 1 to August 31) to the extent that this is feasible. If vegetation must be removed during the nesting season, a qualified biologist will conduct a nesting bird survey of potentially suitable nesting vegetation prior to removal. Surveys will be conducted no more than three (3) days prior to scheduled removals. If active nests are identified, the biologist will establish buffers around the vegetation containing the active nest (500 feet for raptors and 200 feet for non raptors). The vegetation containing the active nest will not be removed, and no grading will occur within the established buffer, until a qualified biologist has determined that the nest is no longer active (i.e., the juveniles are surviving independent from the nest). If clearing is not conducted within three days of a negative survey, the nesting survey must be repeated to confirm the absence of nesting birds.	Significant impact	Prior to the issuance of grading permit. If construction commences between February 1 st and August 30th	Riverside County Environmental Programs Department (EPD)	If construction commences between February 1 st and August 30 th , a focused Nesting Bird Survey shall be submitted to EPD.	Less than significant with mitigation.	
	MM Bio 7: Prior to the issuance of a grading permit, individual projects will obtain the necessary authorizations from the regulatory agencies for proposed impacts to jurisdictional waters. Authorizations may include, but are not limited to, a Section 404 permit from the Army Corps of Engineers, a Section 401 Water Quality Certification from the Regional Board, and a Section 1602 Streambed Alteration Agreement from California Department of Fish and Game.	Significant impact	Prior to the issuance of grading permit.	Building and Safety Department	Authorization/Permits from the appropriate agency	Less than significant with mitigation	

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	MM Bio 8: Project-specific impacts to jurisdictional waters will be mitigated at a 4:1 3:1 ratio in a manner to be determined by the Master Developer and to be approved by the Army Corps of Engineers, California Department of Fish and Game, and the Regional Water Quality Control Board through the permitting process.	Significant impact	Prior to the issuance of grading permit	Building and Safety Department	Authorization/Permits from the appropriate agency	Less than significant with mitigation	
	MM Bio 9: To allow for future flexibility in the hydrological function of the project drainage system so as to best meet the needs of the off-site wetlands and on-site vernal pool areas, the Central Park detention basin shall be designed to allow flows to be detained (as currently planned) or to bypass (completely or partially) the basin such that greater flows can be released to the wetland area to most closely mimic existing conditions in the 2-year and 10-year storm.	Significant impact	Prior to the approval of tentative tract map for each implementing projects	Riverside County Flood Control District and/or Planning Department	A Drainage Plan shall be submitted for approval	Less than significant with mitigation	
	MM Bio 10: The County of Riverside is a participating entity or permittee of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The purpose of the MSHCP is to conserve open space and habitat on a county-wide, cumulative basis. Take authorization for the MSHCP was granted by the USFWS and CDFG on June 22, 2004. The County of Riverside will be allowed to utilize its allotted authorized take for projects in compliance with the MSHCP. Compliance with the MSHCP fee requirements will provide adequate mitigation for potential impacts to the burrowing owl and other species and plant communities determined to be adequately conserved by the MSHCP. To address the impacts associated with the cumulative loss of habitat for special status birds by the loss of habitat, the proposed project shall be conditioned to pay Riverside County MSHCP mitigation fees as set forth under Ordinance No. 810.2.	Significant impact	Prior to the issuance of building permits	Planning Department	Payment of fees	Less than significant with mitigation	
	MM Bio 11: In order to increase public awareness and knowledge about local environmental issues and reduce potential significant indirect effects of development adjacent near to Conservation Areas, the Master Developer of the proposed project shall provide an Environmental Stewardship Program. The program will include methods of community education such as interpretive and directional signs, pamphlets, and demonstrations. The types of information presented shall include, but not be limited to: lighting, noise, keeping on trails, wildlife, plants, habitats, barriers, domestic animals, toxics such as pesticides, and invasive species. The Environmental Stewardship Program shall include a fund to	Significant impact	Prior to Final Occupancy inspection Building Permit issuance approval for the 1,600th 1,601 st unit.	Environmental Programs Department (EPD) and/or Planning Department	Master Developer shall submit program materials to EPD for review.	Less than significant with mitigation.	

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	be administered by the Lakeview Community Services Organization and a portion of the fund shall be used for SJWA management items, including feral animal trapping, removal of trash, invasive species removal and enforcement. The budget will be developed in consultation with the California Department of Fish and Game.						
	MM Bio 11a: In order to reduce the potential significant indirect effects of invasive species to Conservation Areas, the Specific Plan will design landscaped areas adjacent to the SJWA and Lakeview Mountains to avoid the use of invasive plant species identified in Table 6-2 of the MSHCP document. Of the 86 species identified in the MSHCP table (see also Appendix D (CD #3) and Appendix C (CD #3) of the Specific Plan), 71 of them will be outright prohibited within the Specific Plan. Of the remaining 15 plants, if used, they shall be placed at least 150 feet from the existing and proposed conservation areas in the Lakeview Mountains and shall not be used within 500 feet of the San Jacinto Wildlife Area and the downstream conservation areas along the San Jacinto River. CC&Rs will be enforced through the Home Owners' Association to exclude 71 invasive species from properties throughout the project and 86 invasive species from properties within the above-prescribed distances from the urban/wildland interfaces. Maintenance of landscaping in these areas will include the removal of invasives that may establish through natural dispersal mechanisms. Such maintenance shall be funded through the Environmental Stewardship Program.	Significant impact	Ongoing review of landscape plans. Prior to Building Permit issuance for the 1,601 st unit for CC&R approval.	Planning Department and/or EPD shall approve landscape plans, and County Counsel shall approve CC&Rs	CC & R's shall be submitted and approved by the Planning Department	Less than significant with mitigation.	
	MM Bio 11b: In order to reduce the potential significant indirect effects of pesticides and rodenticides to conservation areas, the Environmental Stewardship Program established under MM Bio 11, shall include an Integrated Pest Management (IPM) program. The IPM program will 1) Establish minimum action thresholds for the application of pesticides; 2) Provide educational materials to promote accurate identification of pests by homeowners, so appropriate control decisions can be made in conjunction with action thresholds; 3) Educate homeowners to promote the prevention of pests before infestation occurs; and 4) Recommend thresholds for utilization of control methods. Compliance with the IPM program will be made a requirement of the project Conditions, Covenants and Restrictions, and enforced through the homeowners association.	Significant impact	Prior to Building Permit issuance for the 1,601 st unit.	Environmental Programs Department (EPD) and/or Planning Department	Master Developer shall submit program materials to EPD for review.	Less than significant with mitigation.	

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	MM Bio 12: Where barriers are required between established conservation areas and other areas of the project site, impacts to cultural resources shall be taken into consideration with respect to location, design, and installation such that cultural resources adjacent to the conservation areas are avoided and that the setting is respected or enhanced. The County Archaeologist, or designee thereof, shall review all barrier plans proposed adjacent to conservation areas on-site to assure consistency with this mitigation measure.	Significant impact	Barrier plans should be submitted with implementing maps.	County Archaeologist, or designee thereof	Approval of implementing maps requires satisfaction of this measure	Less than significant with mitigation.	
	MM Bio 13: Prior to issuance of grading permit for all Planning Areas located adjacent to a conservation area that will come under Riverside Conservation Authority Management, sensitive resources (conservation areas) shall be delineated with temporary construction fencing. Training for construction workers and construction management personnel shall have occurred which informs project workers of their responsibilities in regards to avoiding and minimizing impacts to sensitive biological resources through avoiding the fenced areas.	Significant impact	Prior to issuance of grading permit	Building & Safety Department County Grading Inspector	Notification of construction worker training sent to Planning Department, Building Dept., and EPD; notes of the training	Less than significant with mitigation.	
	MM Bio 14: To further deter wildlife from entering developed areas, trash receptacles and refuse containers located within the Greenbelt and parks located within 100 feet of all Conservation Areas shall be provided with mechanisms which prevent scavenging animals from gaining access to the contents of such trash containers.	Significant impact	Prior to plan approval for the Greenbelt and parks within 100 feet of all on-site Conservation Areas	Planning Department and/or EPD	Park plans approval	Less than significant with mitigation.	

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CULTURAL	MM Cultural 1: A master Cultural Resources Management Plan (CRMP) was prepared and is contained in Chapter 9 of the Cultural Resources Study. The master CRMP contains mitigation measures for prehistoric sites and strategies to implement the mitigation measures over the course of the project development. When a tentative tract or other development project within the Specific Plan area is filed on land containing, or within 500 feet of, prehistoric sites, an addendum to the master CRMP will be prepared to address the sites affected by that tentative tract or project. Each such addendum to the CRMP will be prepared in consultation with the Native American tribes consulted for the project, the Tribal Traditional Resources Advisory Committee, and landowners and shall be reviewed and approved by the County. Riverside County Transportation Commission shall also be consulted during preparation of any addendums to the master CRMP for properties located adjacent to the MCP project. As required by CEQA Guidelines Sections 15064.5(e) and (f), the CRMP addendum shall contain detailed provisions for the treatment of unanticipated discoveries during project construction, including human remains. The provisions of the CRMP should be consistent with state law as contained in Health and Safety Code Section 7050.5, and PRC Sections 5097.94 and 5097.98. Such mitigation shall be addressed in a manner consistent with the following: a. If buried materials of potential historical, cultural or archaeological significance are accidentally discovered during any earth-moving operations associated with the proposed project, all work in that area shall be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds. If the find is determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (State CEQA Guidelines), avoidance or other appropriate measures as discussed in the CRMP shall be implemented. b. If evidence of potentially significant prehistoric or historic resources is uncovered during project-related grading outside of the high sensitivity areas in which archaeological and Native American monitoring has	Significant impact	Prior to approval of implementing project	Planning Department and County Archaeologist	CRMP shall be submitted to the Planning Department	Less than significant project-specific impacts with mitigation.	

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	already been required, the extent of monitoring shall be amended and the presence of a Native American monitors shall be incorporated into the monitoring program for all areas in the affected tentative tract. c. If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to whether the remains are Native American. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission (NAHC) shall be contacted pursuant to the law, and the NAHC shall identify the most likely descendant. The most likely descendant shall then make recommendations in the time frames set forth in the Public Resources Code, and engage in consultation with the project proponent and landowner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until the most likely descendant has made his or her recommendation regarding the treatment and disposition of the human remains and any associated grave goods. Should the most likely descendant fail to make a recommendation or the landowner or his or her authorized representative rejects the recommendation of the descendant, the landowner (or authorized representative) is required to inter the human remains and associated grave goods with appropriate dignity on the property in a location not subject to further and future subsurface disturbance. c. If human remains are uncovered at any time, all activities in the immediate area of the find shall be halted by the developer or its contractor and the County Coroner shall be notified immediately pursuant to CA Health & Safety Code Section 7050.5 and CA PRC Section 5097.98. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed in Section 15064.5(c) of the CEQA Guidelines. In addition to unanticipated discoveries, the CRMP addendum shall incorporate the following recommendations to mitigate						

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	impacts to identified cultural resources: d. CA-RIV-6726H is the historical-period Colorado River Aqueduct (CRA). The CRA is currently in use and will not be modified by the proposed TVOL plan. SRI does not recommend any archaeological work in association with the CRA corridor. Two benchmarks that associated with the CRA are located within the TVOL project area and outside of the CRA corridor. Each is located within a separately recorded prehistoric site. One benchmark, Feature 2, is located within Locus C of site RIV-8712, and will be preserved in place. The other, Feature 1, is located on a boulder within site RIV-4156/H, which is in an area subject to direct impacts from development. These benchmarks are considered contributing elements to the CRA and should be preserved in place if possible. If preservation is not feasible, as may be the case with Feature 1, the affected benchmark shall be fully documented and relocated or salvaged for interpretive uses. Treatment of the benchmark recorded as RIV-6762H Feature 1 shall be documented as part of the Data Recovery Plan for site RIV-4156/H to be prepared in an addendum to the CRMP. e. RIV-8710H is a historical-period refuse dump that most likely derives from a construction camp for the CRA. The dump has good integrity and is eligible due to its association with the CRA and the potential of the site contents to provide additional information about chronology of the dump, subsistence at the camps, the relationship between the camp and the local and regional economies, and the technology of CRA construction. The site is situated at the northern edge of the TVOL project area, adjacent to the San Jacinto Wildlife Area, and is believed to be located on land owned by Lewis Operating Corp. Because the site will be subject to indirect impacts from possible illicit artifact collection due to the increased population of the project area, a data recovery plan in the form of detailed recording and mapping of all items at the dump,						

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	along with photographic documentation or collection of diagnostic and unique items shall be implemented. Although subsurface deposits are unlikely at the site, a limited set of shovel probe excavations to determine if any dump materials have become completely buried shall be implemented, and recovery of a representative sample of such materials, if present shall be conducted. The recommended data recovery work shall be conducted prior to issuance of a grading permit for Phase 1a of the TVOL project. Prior to conducting the fieldwork, the California Department of Fish and Game, and the U.S. Army Corps of Engineers shall be notified and provided with a plan of work for the data recovery. The results of the data recovery investigations at site RIV-8710H shall be documented in a professional quality technical report, and as public interpretive information to be presented in the form of brochures, public lectures, and signage placed within public parks and facilities. f. Sites RIV-394 and RIV-8707 are not to be subject to direct adverse impacts, and are to be preserved in place in their entirety. and no mitigation measures for direct impacts are needed. Current plans for the Public Facilities planning area call for water tanks to be placed and a pipeline to be installed south and west of the sites. To mitigate potential indirect effects from possible vandalism, future development within the Public Facilities planning area, and activities within the nearby fuel modification zone, the Site Preservation Plan for these sites will include provisions for the sites to be flagged and avoided, and for archaeological and Native American monitors from the tribes consulted for the project to be present during all activities that could cause ground disturbance within 100 feet of the sites. g. CA-RIV-397 consisting of a boulder outcrop and rockshelter with pictographs and an associated midden area, is located at the edge of a Medium High Residential planning area near the toe of the slope of the Lakeview Mountains.						

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	The boulder containing the rockshelter and rock art is located in the Open Space planning area, and thus will be avoided and preserved from direct impacts. The remainder of the site will be added to the Open Space planning area and preserved from development, which will prevent direct impacts to all known cultural deposits, and provide a buffer between residential development the Split Rock boulder and associated rock art panels. To mitigate potential indirect effects from possible vandalism, illicit artifact collection, and changes in the integrity if setting, feeling, and association resulting from the proximity of the residential use, a Site Preservation Plan shall be prepared prior to approval of any tentative tract within 500 feet of the site. The Site Preservation Plan shall be based on consultation among the Tribes, Tribal Traditional Resources Advisory Committee, Regional Conservation Authority, and, if possible and culturally appropriate, the County, and shall include provisions for removal of modern graffiti, detailed recording of rock art elements by a recognized rock art expert, capping of exposed cultural deposits with fill and restoration of native vegetation, and protection of the site area from vandalism through appropriate fencing, landscaping, and interpretation. h. Sites CA-RIV-806, 2585, 4155, 8698, 8699, 8700, 8704, 8705, and 8711 consist of varying numbers of milling features, including both slicks and mortars, some with associated cultural deposits, all located within Open Space planning areas. The sites are not to be subject to grading or other ground disturbances associated with development and therefore no direct impacts to these sites are anticipated; however, indirect impacts could occur as a result of the proximity of residential areas, the recreational use of nearby trails, and activities within adjacent fuel modification zones. No mitigation measures are proposed for RIV-806 because of the distance to the trails. For the remainder of the sites, to provide long term management and protection, a Site Preservation Plan shall be prepared prior to approval of any tentative tract within 500 feet of the site. The Site Preservation Plans for these						

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	sites should include provisions for the sites to be flagged and avoided, and for archaeological and Native American monitors from the tribe(s) consulted for the project to be present during all activities that could cause ground disturbance within 100 feet of the sites. i. CA-RIV-1842 is a small- to moderate-size milling complex site in the center of THE VILLAGES OF LAKEVIEW Specific Plan area. It includes two milling features with milling slicks. Trenching investigations identified ground stone fragments, flaked stone artifacts, a faunal bone, and midden deposit approximately 1.3 to 2.6 feet west of the milling feature area. A midden deposit was encountered as deep as 4 feet below ground surface. Overall, whereas the surface condition of the site is fair, the midden deposits suggest some subsurface integrity and the potential to hold additional cultural materials. The northern boundary of the site has not been clearly defined. The Data Recovery Plan for RIV-1842 shall include provisions for additional testing to determine firmly the northern boundary of the site and assess the composition and structure of the subsurface deposits. Based on the testing data, a representative sample of subsurface cultural deposits shall be excavated, analyzed, and interpreted. The results of the data recovery shall be documented in a professional report and public interpretive information. All collections resulting from data recovery excavations shall be curated in perpetuity in a facility that meets the standards of the State of California Guidelines for the Curation of Archaeological Collections (OHP 1993) and 36 CFR 79. Such standards include: climate control, security, adequate staffing, access by qualified researchers and descendant groups. The appropriate disposition of all cultural resource collections resulting from data recovery excavations will be determined in consultation with the applicant, the County and consulted tribes, and documented in the data recovery plans contained in addenda to the CRMP. j. CA-RIV-4156/H contains four milling features with a total of six slicks and one mortar.						

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	Although three trenches were excavated in the vicinity of the site with negative results, the immediate site area was not tested and subsurface deposits cannot be ruled out. The Data Recovery Plan for RIV-4156/H shall include provisions for testing to confirm the presence or absence of subsurface deposits. If the testing indicates that a subsurface deposit is present, a representative sample of subsurface cultural deposits shall be excavated, analyzed, and interpreted. The results of the data recovery shall be documented in a professional report and public interpretive information. All collections resulting from data recovery excavations should be curated in perpetuity in a facility that meets the standards of the State of California Guidelines for the Curation of Archaeological Collections (OHP 1993) and 36 CFR 79. The appropriate disposition of all cultural resource collections resulting from data recover excavations will be determined in consultation with the applicant, the County and consulted tribes, and documented in the data recovery plans contained in addenda to the CRMP. k. CA-RIV-4158, which is believed to be a redeposited assortment of artifacts removed from other nearby sites. Trenching results indicate that, although RIV-4158 appears to contain sparse subsurface archaeological deposits, this site may retain relatively little subsurface integrity. The Data Recovery Plan for RIV-4158 shall include provisions for additional testing to assess the composition and structure of the subsurface deposits. Based on the testing data, a representative sample of subsurface cultural deposits shall be excavated, analyzed, and interpreted. The results of the data recovery shall be documented in a professional report and public interpretive information. All collections resulting from data recovery excavations should be curated in perpetuity in a facility that meets the standards of the State of California Guidelines for the Curation of Archaeological Collections (OHP 1993) and 36 CFR 79. The appropriate disposition of all cultural resource collections resulting from data recover						

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	excavations will be determined in consultation with the applicant, the County and consulted tribes, and documented in the data recovery plans contained in addenda to the CRMP. l. Sites RIV-8702, 8703, and 8706, with three slicks, each on a separate boulder, will be subject to direct adverse effects from grading for residential uses. Each will require preparation and implementation of a Data Recovery Plan to mitigate adverse impacts from site destruction. The Data Recovery Plans for these sites shall include provisions for testing to confirm the presence or absence of subsurface deposits. If the testing indicates that a subsurface deposit is present, a representative sample of subsurface cultural deposits shall be excavated, analyzed, and interpreted. The results of the data recovery shall be documented in a professional report and public interpretive information. All collections resulting from data recovery excavations should be curated in perpetuity in a facility that meets the standards of the State of California Guidelines for the Curation of Archaeological Collections (OHP 1993) and 36 CFR 79. The appropriate disposition of all cultural resource collections resulting from data recover excavations will be determined in consultation with the applicant, the County and consulted tribes, and documented in the data recovery plans contained in addenda to the CRMP. m. Site RIV-8712 covers an area of 78.5 acres containing five previously recorded sites, now defined as loci within the larger site complex. The portions of the site containing the rock art and milling features and having the highest surface artifact density are within an Open Space planning area that covers 47 acres (60 percent) of the site area. Approximately 12.5 acres (16 percent) of the site have already been disturbed by previous construction of the CRA and the IFP. The remaining portions of the site, approximately 19 acres, or 24 percent of the site area, will be subject to direct adverse effects. To provide for long-term management and protection of the portions of site 8712, a Site Preservation Plan shall be prepared prior to approval of any tentative tract within 500 feet of						

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	the site. The Site Preservation Plan shall be based on consultation among the Tribes, Tribal Traditional Resources Advisory Committee, Regional Conservation Authority, and the County, and shall include provisions for protection of the site area from vandalism through appropriate fencing, landscaping, and interpretation. The Data Recovery Plan for the portion of RIV-8712 subject to direct impacts shall include provisions for additional testing to assess the composition and structure of the subsurface deposits. Based on the testing data, a representative sample of subsurface cultural deposits shall be excavated, analyzed, and interpreted. The results of the data recovery shall be documented in a professional report and public interpretive information. All collections resulting from data recovery excavations should be curated in perpetuity in a facility that meets the standards of the State of California <i>Guidelines for the Curation of Archaeological Collections</i> (OHP 1993) and 36 CFR 79. The appropriate disposition of all cultural resource collections resulting from data recover excavations will be determined in consultation with the applicant, the County and consulted tribes, and documented in the data recovery plans contained in addenda to the CRMP. n. Isolates 6 and 7 are subsurface items identified during the excavation of trenches 51 and 68. Located approximately 197 feet apart, the materials do not meet the criteria for consideration as a site. However, one flaked stone artifact was identified on the surface between two trenches and, as it is possible that additional materials are present below the surface between trenches 51 and 68; therefore, it is recommended by SRI that this area is includes additional subsurface investigation. SRI recommends excavation of four additional trenches around TRs 51 and 68 and four more between TRs 65 and 50 to the east. This work should be conducted for and reported in the CRMP Addendum to be prepared for the tentative tract containing these resources. If the results of the testing indicate the presence						

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	of an intact subsurface cultural deposit, a Data Recovery Plan for the newly identified site shall be prepared according to the provisions of the CRMP. The DRP shall contain monitoring during ground-disturbing activities, preparation of a professional report and public interpretive information, and curation of the collection. The DRP shall be reviewed and accepted by the County archaeologist prior to approval of any tentative tract containing or within 500 feet of the site. All DRP measures for the site shall be implemented prior to issuance of a grading permit for the associated tentative tract. A technical report of findings, including disposition of the recovered archaeological collection, for the DRP shall be submitted and approved by the County archaeologist prior to issuance of occupancy permits for the associated tentative tract.						
	MM Cultural 2: Even after full implementation of data recovery through MM Cultural 1, it is possible that significant buried resources could be present in many areas that will be graded. Therefore, to mitigate for discovered buried sites, the entire area designated as having high sensitivity for buried sites (see Figure 5.5-1, Cultural Resources Sensitivity) shall be monitored by a qualified archaeologist and a Native American monitor during any ground-disturbing activities. Full time archaeological and Native American monitoring during excavations shall be conducted in these areas. A full report of all monitoring activities, including disposition of all resulting collections, shall be prepared according to the provisions of the Cultural Resources Management Plan.	Significant impact	During construction	Project Construction Manager Planning Department	Monitoring report from a qualified archeologist/Native American shall be submitted to the Planning Department	Less than significant with mitigation for <i>project direct impacts</i> . Significant unavoidable project-specific and cumulative impacts with respect to <i>indirect impacts</i> .	
	MM Paleontology 1: Should any paleontological resources be accidentally discovered during construction, construction activities shall be moved to other parts of the project site and a qualified paleontologist shall be contacted to determine the significance of these resources. If the find is determined to be a significant paleontological resource, and if the area was identified as having a “Low” sensitivity for containing paleontological resources, similar sediments may be reassigned as “High” sensitivity and would be subject to MM Paleontology 2 .	Significant impact	During construction	Project Construction Manager Planning Department	Monitoring report from a qualified paleontologist shall be submitted to the Planning Department	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPOSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	MM Paleontology 2: For areas of the site identified as having a “High” sensitivity for finding paleontological resources, prior to the issuance of a grading permit, a qualified paleontologist shall be retained and a Paleontological Resource Monitoring and Treatment Plan (PRMTP) shall be prepared. Once the PRMTP is approved by the County of Riverside Planning Department, grading and construction activities may commence under the provisions of the PRMTP. The plan should include the following: 1. Pregrade meeting with a qualified paleontologist. The paleontologist will explain the likelihood for encountering paleontological resources, what resources may be discovered, and the methods that will be employed if anything is discovered. 2. In areas mapped with High B rating, a qualified vertebrate paleontologic monitor shall be present during construction excavation. The monitor shall inspect fresh cuts and/or spoils piles to recover paleontological resources. The monitor shall be empowered to temporarily divert construction equipment away from the immediate area of the discovery. 3. If the qualified paleontologist is not present when fossil remains are uncovered by earth-moving activities, these activities shall be stopped and a qualified paleontologist shall be called to the site immediately to evaluate the significance of the fossil remains. 4. It is recommended that native sediments occasionally be spot-screened through one-eighth to one-twentieth-inch mesh screens to determine whether microfossils are present. If microfossils are encountered, additional sediment samples as determined by the paleontological monitor shall be collected and processed to recover additional fossils. 5. If the qualified paleontologist determines that insufficient fossil remains have been found after fifty percent of earth moving activities have been completed, monitoring can be reduced or discontinued. 6. Any recovered specimens shall be prepared to the point of identification and permanent preservation, which may include the picking of any washed mass samples to recover small invertebrate and vertebrate fossils, if present, the removal of surplus sediment	Significant impact	During construction	Project Construction Manager Planning Department	PRMTP shall be submitted to the Planning Department	Less than significant with mitigation	

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	from around larger specimens to reduce the volume of storage for the repository and the hardeners/stabilizers to fragile specimens. 7. Specimens shall be identified to the lowest taxonomic level possible and curated at an institutional repository approved by the County of Riverside. 8. A report shall be prepared that details the methods and results of the monitoring program, even if the results are negative. If applicable, this shall include an appended itemized inventory of identified specimens. This report shall be submitted by the project paleontologist to the County of Riverside, Planning Department, prior to the issuance of the final grading inspection for the area under each grading permit issued.						
GEOLOGY	Regulatory requirements (County Ordinance No. 457 will be observed regarding setback requirements with regard to slopes, UBC, geotechnical reports) and mitigation. MM Geo 1: To protect life, occupied buildings and water tanks, rockfall hazards shall be addressed to planning areas adjacent to the Lakeview Mountains. Evidence of past rockfalls exist onsite; consequently, based upon field investigation, the majority of the areas adjacent to the slopes have at least a minimal level for rockfall hazard. Therefore, slope areas have been delineated by three distinct rockfall hazard zones, RH Zone 1 has the least potential, and RH Zone 3 has the highest potential. The following recommendations for remediation are based upon the Preliminary Rockfall Hazard Evaluation. Adherence to these remediation measures will reduce the level of impact to less than significant. RH Zone 1 – Due to the isolated nature of hazards within this zone, the hazard of individual rock falls can be generally neutralized by the removal of individual rocks and/or construction of low impact walls. Blasting may be required in this zone in order to completely remove the individual rock hazard. RH Zone 2 – Local areas in this zone may only require a few isolated rocks to be removed while other areas may require a more regional alternative. The following measures are provided as options for remediation in Zone 2.	Significant impact	Prior to the issuance of a Grading permit in Planning Areas 58, 59, 68 and 73. Prior to the issuance of a Grading permit I Planning Areas 58, 68, 69 and 73.	Planning Department Planning Department	A Grading Plan shall be submitted to the Planning Department A Grading Plan shall be submitted to the Planning Department	Less than significant with regulatory compliance and mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPOSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	• Construction of a debris ditch with a 5-foot tall, 1.5:1 (horizontal to vertical) manufactured slope, which will capture falling debris. Due to the granular nature of on-site soils, the slope will need to be reinforced with geogrid, which is a synthetic polymer-coated material that is used to reinforce an earth-fill slope, wall, and base layer construction. Geogrid provides a stabilizing force within the soil structure itself and will improve the surficial stability of fill slopes inclined at 1.5:1. This manufactured slope should be a minimum of 15 feet from the toe of the natural slope. Fencing at the top of the manufactured slope will be constructed to provide additional protection. • Construction of a debris ditch with a 5-foot tall, 2:1 manufactured slope and 3-foot tall, top of slope impact wall. The impact wall should be designed using an equivalent fluid pressure of 125 pounds per cubic foot (pcf). The toe of the manufactured slope should be a minimum 15 feet from the toe of the natural slope. • Construction of a debris ditch with a 3-foot tall retaining wall. The base of the wall should be a minimum 15 feet from the toe of the natural slope. • Construct a 6-foot tall Caltrans-type rock fence that should be setback a minimum of 15 feet from the toe of the natural slope. • Implementation of a 50-foot setback from the toe of the natural slope to the property line of the proposed lots and construct fencing that will provide some additional measure of protection from rockfall hazards. Specific Details for construction of these remediation options are provided in Geotechnical reports prepared by Leighton provided in Appendix F (CD #3). RH Zone 3 – Due to the abundant hazards in this zone, a regional remediation measure is recommended, as opposed to individual remediation/removal of specific hazardous rocks. However, due to the existence of local, large, rounded boulders located high up on the perimeter slopes in these areas, local blasting of these large fragments may be required in addition to the implementation of rockfall zone mitigation measures. • Construction of a debris ditch with an 8-foot tall, 1.5:1 (horizontal to vertical) manufactured slope. Due to the granular nature of on-site soils, the slope will need to be reinforced with geogrid. This manufactured slope should be a minimum of 15 feet from the toe of the natural slope. A 5-foot tall fence constructed at the top of the		Prior to the issuance of a Grading permits in Planning Areas 66 and 68.	Planning Department	A Grading Plan shall be submitted to the Planning Department		

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	manufactured slope will provide additional protection. • Construction of debris ditch with a 5-foot tall, 2:1 manufactured slope and 5-foot tall top of slope impact wall. The impact wall should be designed using an equivalent fluid pressure of 125 pcf. The toe of the manufactured slope should be a minimum 15 feet from the toe of the natural slope. • Construction of a debris ditch with a 5-foot tall retaining wall. The base of the wall should be a minimum 15 feet from the top of the natural slope. • Construct a 6-foot tall Caltrans-type rock fence that should be setback a minimum of 15 feet from the toe of the natural slope. • Implementation of a 75-foot setback from the toe of the natural slope to the future property line of the proposed lots and construct fencing that will provide some additional measure of protection from rockfall hazards. Specific Details for construction of these remediation options are provided in geotechnical reports prepared by Leighton provided in Appendix F (CD #3).						
	Design Consideration (over-excavation and re-compaction of onsite alluvial soil) MM Geo 2: The upper 5 to 15 feet of alluvial soil is considered to be slightly, to moderately compressible, therefore, partial removal and re-compaction of this material will be necessary in areas where structures are planned, in order to reduce the potential for excessive total and differential settlement of the structures. The depth of removal and recompaction will be determined in the field based on conditions exposed but is expected to include complete removal of manure and organic-rich soil, complete removal of uncontrolled fill soils and removal of the upper 5 to 8 feet of alluvial soil.	Less than significant	Submittal of sampling and monitoring results, prior to the issuance of building permits Installation of mitigation materials completed prior to the issuance of Final Inspection	Building & Safety Department and Environmental Health Department Building & Safety Department	Testing report submitted to Building & Safety Department On-site inspection	Less than significant with design consideration and mitigation	
	MM Geo 3: Prior to issuance of a grading permit on any implementing project, an updated soils report and geotechnical study reviewing the most current development plan shall be prepared to analyze on-site soil conditions and slope stability and include appropriate measures to provide foundation stability, seismic design, and limit damage from erosion.	Less than significant	Prior to issuance of Grading Permit on any implementing project	Planning Department County Geologist	An updated soils/geotechnical report shall be submitted with the Grading Plan to the Planning Department	Less than significant with design consideration and mitigation	

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HAZARDS	Required regulations (SCAQMD Rules and Regulations pertaining to asbestos, DOT office of Hazardous Materials Safety regulations, and Titles 8, 22, and 26 or the CCR) MM Hazards-Mat 1: To assure that contaminated soils are not used on-site or improperly exported off-site, appropriate soils testing and handling shall occur. Prior to approval of tentative tract maps, site plans, or other discretionarily approvals for a given phase of development or specific plan area, the County shall confirm that a Phase I ESA has been prepared for the area that is the subject of the discretionary action. If a Phase I ESA has not been previously prepared for the area, a Phase I ESA shall be performed by a registered environmental assessor (REA) prior to the approval of the discretionary action. If the property had historically been used for agricultural activities, the Phase I ESA shall address the potential for pesticide residues. If potential hazardous materials or conditions are identified in the Phase I report, the recommendations of the ESA shall be implemented. Such recommendations could include surficial sampling and chemical analysis within agricultural areas or where soil staining was observed. The Phase I ESA shall be provided to the County of Riverside and shall be included in any CEQA analysis prepared in connection with the consideration of the future discretionary approvals for development.	Significant	Prior to approval of any implementing project	Planning Department	Phase I Report shall be submitted to the Planning department	Less than significant with mitigation	
	MM Hazards-Mat 2: To address impacts related to a release of hazardous materials into the environment, an asbestos and lead paint survey will be required prior to issuance of a demolition permit for the demolition of existing site structures. Recommendations of the study shall be implemented in compliance with all applicable regulations.	Significant	Prior to demolition permit	Building & Safety Department	Submission of asbestos and lead paint survey	Less than significant with mitigation.	
	MM Hazards-Mat 3: Removal of structures including buildings, tanks, or buried materials from contaminated areas will require monitoring by a Hazardous Materials trained archaeologist. If buried materials of potential historical, cultural or archaeological significance are accidentally discovered during any earth-moving operations associated with the proposed project, all work in that area shall be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds. If the find is determined to be an historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (State CEQA Guidelines), avoidance or other appropriate measures as discussed in the Cultural Resources	Significant	During earthwork on the site.	Planning Department/County Archaeologist	Report at the completion of in-field monitoring	Less than significant with mitigation	

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	Management Plan shall be implemented (See MM Cultural 1+ in Section 5.5 for further information).						
	MM Hazards-Mat 3a: If, while performing any excavation as part of project construction, material that is believed to be hazardous waste is discovered, as defined in Section 25117 of the California Health & Safety Code, the developer shall contact the County of Riverside Community Health Agency, Department of Environmental Health. Excavation shall be stopped until the material has been tested and the presence of hazardous waste has been confirmed. If no hazardous waste is present, excavation may continue. If hazardous waste is determined to be present, the County Department of Environmental Health will provide guidance regarding necessary oversight so that the material is be removed and disposed of pursuant to applicable provisions of California law.	Significant	During earthwork on the site.	Developer and County of Riverside Community Health Agency, Department of Environmental Health	Report at the completion of in-field monitoring	Less than significant with mitigation	
	MM Hazards-Mat 4: If the burn dump is not fully remediated by the time development starts, a 300-foot buffer from the burn dump site is required from any proposed development until remediation of the burn dump site is complete, or other measure acceptable to the RCWMD, such as a barrier, to eliminate exposure pathways will be completed. No setbacks or other measures to eliminate exposure pathways are required if remediation has been completed and cleared by the County and State Departments of Health.	Significant	Prior to construction start of Planning Areas 4, 6, 7, 10, & 12 and the Drainage Channel	Planning Department County of Riverside Waste Management Department Project Proponent	Prior to construction of PA 4, 6, 7, 10, & 12 and the Drainage Channel, the project proponent shall show proof from the County Waste Management Department that the dump site has been remediated.	Less than significant with mitigation	
	MM Hazards-Mat 4a: To properly assess the suitability of on-site soils to be used as fill, a geotechnical evaluation shall be performed by a qualified professional prior to the approval of all Tentative Tract maps or site plans for a given phase of development. This evaluation will include an analysis of the organic matter content of soils on the site. If the organic matter content of the soils is greater than 2 percent when mixed with subsurface soils and/or imported fill, then manure will be removed from the site and properly disposed of, or mixed with other soils to reduce the organic matter to less than 2 percent prior to grading operations.	Less than significant	Prior to approval of all implementing maps for a given phase	Planning Department County Geologist	An updated soils/geotechnical report shall be submitted with the implementing maps to the Planning Department	Less than significant with design consideration and mitigation	
	Design Considerations (100-foot fuel modification zone, 500’ of open space/regional park is designated between proposed development and the San Jacinto Wildlife Area). MM Hazards-Fire 5: All buildings shall be constructed with fire retardant roofing material as described in Section 1503 of	Significant	Prior to the issuance of building permits	Building & Safety Department and County Fire Department	Building Plans shall be submitted and approved	Less than significant with project design considerations and mitigation	

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	the Uniform Building Code.						
	MM Hazards-Fire 6: Prior to the approval of any development plan for lands adjacent to open space areas (Planning Areas 58, 66, 68, 69, 73, and 81), a fire protection/vegetation management (fuel modification) plan shall be submitted to the fire department for review and approval. The Homeowners’ Association or appropriate management entity shall be responsible for maintaining the elements of the plan. If significant eligible cultural resources are located within or adjacent to a fuel modification zone, the fire protection/vegetation management plan shall be prepared in conjunction with parties knowledgeable about the cultural resources such as the County Archaeologist, and Native American representatives.	Significant	Prior to construction of Planning Areas 58, 66, 68, 69, 73, and 81.	County Fire Department	A Fuel Modification Plan shall be submitted and approved by the Fire Department prior to construction of PA 58, 66, 68, 69, 73, and 81.	Less than significant with project design considerations and mitigation	
HYDROLOGY							
	Required regulation (WQMP, General Plan policies: OS 3.3,) and Design Considerations (roadside swales, water quality basins, etc.). MM Hydro 1: To address potential significant adverse environmental impacts associated with interim conditions that may exist prior to the completion of the overall project storm drain and water quality treatment system, the following mitigation shall be required. Prior to approval of future Tentative Tract maps within THE VILLAGES OF LAKEVIEW SPECIFIC PLAN which are proposed prior to completion of the overall project drainage improvements, hydrology studies will be required to analyze potential impacts and identify any needed improvements within the tract and/or within the Specific Plan or offsite which are required to accommodate storm water flows and address water quality, as required by the County of Riverside and Regional Water Quality Control Board. Potential operational BMPs may include vegetated swales, sand filtration systems, water quality inlets, mechanical separators, and/or other proprietary devices as needed to treat expected pollutants from development (See Table 5.8-D.).	Significant	Prior to the approval of tentative tract map for each implementing project	Riverside Flood Control District and/or Planning Department	Submittal of drainage studies and WQMP’s to Riverside Flood Control District	Less than significant with mitigation, design consideration and regulatory compliance.	

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LAND USE	MM Land Use 1: To reduce potential significant adverse impacts due to incompatibility between agricultural uses and proposed suburban development, proposed residences, school buildings, and commercial structures shall be setback 300 feet from existing active agricultural uses of an offensive nature which are defined as: corrals, chicken houses, dairy waste ponds, manure stockpiles, or commercial livestock. This setback shall not apply to areas of the project where Ramona Expressway intervenes between active agriculture and proposed development because the expressway will act as the buffer. The 300-foot buffer area may include public road rights-of-way, parking lots, and service or maintenance areas. In addition to project edge conditions, the 300-foot setback shall also apply to interim conditions on-site between occupied project-related buildings and existing on-site agricultural uses of an offensive nature (e.g., chicken ranch) that are located in a later phase of project development and may remain operational while earlier phases of development are being built. (Same as MM Ag 1.)	Significant	Prior to the approval of tentative tract map for each implementing project	Planning Department	Tentative tract Maps shall be submitted to the Planning Department for approval. The TTM shall show the 300-ft setback from active agricultural uses.	Less than significant with mitigation	
	MM Land Use 2: To reduce potential land use density/intensity conflicts between existing rural residences on Mike Lane and future residential homes within Planning Areas 55, 57, and 58, a sight line study or evidence showing avoidance of views from proposed residences into existing homes on Mike Lane shall be submitted at the time of Tract Map submittal, or as otherwise approved by the Planning Director. Conflicts may be avoided through use of various means including but not limited to: location of windows and balconies, landscaping, walls, elevation differences, or setbacks.	Significant impact	Prior to the approval of tentative tract map for each implementing project	Planning Department	Tentative tract Maps shall be submitted to the Planning Department for approval. The TTM shall show the recommended setbacks and landscaping screens.	Less than significant with mitigation	
	MM Land Use 3: To eliminate inconsistencies with General Plan Policy LU.4.1, which encourages public art, and to provide a mechanism for interpretation of some of the historic land uses of the project site, public art and/or historic interpretation art or exhibits, shall be incorporated into the project in a minimum of three locations. At least one exhibit will focus on the project site’s prehistoric archaeological resources and interpretation at a location(s) to be determined at a later date depending on subject matter. Examples of the other exhibits may include but are not limited to: interpretative exhibits regarding the thoroughbred farm located within the park to be built in PA 53, art as a part of community entry monumentation, or art within fountains at a plaza within a pedestrian-oriented commercial center.	Significant impact	Prior to approval of VRPs for the Park Village, Town Center Village, and Enclave Village.	Planning Department	VRP submitted to Planning Department for approval.	Significant impacts related to inconsistencies with policies directed at conservation of agriculture, reduced commutes, and indirect effects of substantial population growth on open space and rural character remain with mitigation.	

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NOISE	MM Noise 1: Whenever a construction site is within one-quarter (1/4) of a mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6 p.m. and 6 a.m. during the months of June through September and between 6 p.m. and 7 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official.	Significant impact	During project construction	Building & Safety Department	On-site verification	Less than significant with mitigation.	
	MM Noise 2: Provide portable barriers for high-noise activities (dumping of ballast materials for example) taking place adjacent to existing sensitive receptors. The barrier is to be placed near the mass-producing equipment, between the noise source and the receptors. These barriers may be constructed on-site (for example) from 4-foot by 8-foot sheets of marine plywood (minimum one-inch thick) or one and one eighth inch (1 1/8”) tongue-in-groove sub-floor, backed with three and a half inch (3 ½”) thick R-11 fiberglass insulation for sound absorption. Several such panels may be hinged together in order to be self-supporting and to provide a continuous barrier.	Significant impact	During project construction	Building & Safety Department	On-site verification	Less than significant with mitigation.	
	MM Noise 3: All construction vehicles and equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.	Significant impact	During project construction	Building & Safety Department	On-site verification	Less than significant with mitigation.	
	MM Noise 4: To the extent feasible, the noisiest operations shall be scheduled to occur simultaneously in the construction program to avoid prolonged periods of annoyance.	Significant impact	Prior to construction scheduling	Building & Safety Department	On-site verification	Less than significant with mitigation.	
	MM Noise 5: The construction contractor shall locate equipment/vehicle staging and stockpiling as far as practicable from existing residential dwellings and other noise-sensitive receptors.	Significant impact	During project construction	Building & Safety Department	On-site verification	Less than significant with mitigation.	
	MM Noise 6: Have no music or electronically reinforced speech from construction workers audible at noise-sensitive property.	Significant impact	During project construction	Project construction managers Building & Safety Department	On-site verification	Less than significant with mitigation.	
	MM Noise 7: All project workers exposed to noise levels above 80 dBA shall be provided with personal protective equipment for hearing protection (i.e., earplugs and/or earmuffs); areas where noise levels are routinely expected to exceed 80 dBA shall be clearly posted with signs requiring hearing protection be worn.	Significant impact	During project construction	Project construction managers Building & Safety Department	On-site verification	Less than significant with mitigation.	

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	MM Noise 7a: The developer shall notify neighboring residents within ¼ mile of any areas that will require blasting, as to the timing and duration of any potential blasting activities associated with the proposed project. Notification shall take place a minimum of five working days prior to anticipated blasting activities.	Significant impact	Notification shall take place a minimum of five working days prior to anticipated blasting activities.	Planning Department	Planning Department shall be notified at the same time residents are notified.	Less than significant with mitigation.	
	<i>To reduce or eliminate impacts related to the project exceeding Riverside County General Plan standards, the following mitigation measures shall be implemented:</i> MM Noise 8: Prior to approval of each tentative tract and plot plan, an acoustical impact analysis shall be submitted with the required acoustical review application form and fees to Riverside County Department of Environmental Health Office of Industrial Hygiene for review and approval. The acoustical impact analysis will address the noise that might be produced from traffic with respect to residential structures and stationary noise sources and will identify the sound barrier requirements for each tentative tract or plot plan to ensure that the 65 dBA exterior standard for sensitive receptors is met. Sound barrier heights will be based upon specific lot configurations, landscaping, and other details provided with the tentative tract maps and plot plans. Required sound barriers shall be constructed prior to final inspection building permit issuance of the last residential/commercial unit. To retain visibility and access, a combination of setbacks, berms, and walls may be used to achieve acceptable noise levels.	Significant impact	Prior to approval of any implementing project, acoustical impact analysis approved. Prior to building permit issuance of the last residential/commercial unit the sound barrier, if required, shall be complete.	Department of Public Health- Office of Industrial Hygiene	A Noise Study shall be submitted to the Office of Industrial Hygiene	Less than significant with mitigation with respect to interior and exterior noise levels. Less than significant with 500-foot buffer with respect to potential project noise impacts on the SJWA. Less than significant with mitigation with respect to impacts from hunting on project residents.	
	MM Noise 9: Prior to issuance of building permits within a tract, a final noise study shall be submitted with the required acoustical review application form and fees to the Riverside County Department of Environmental Health Office of Industrial Hygiene for review and approval. The final noise study will verify the effectiveness of mitigation measures proposed in acoustical impact analysis required in MM Noise 8 and will calculate necessary Sound Transmission Class (STC) sound ratings for the windows of homes subject to exterior noise impacts greater than 65 dBA and provide the structural requirements necessary to meet an interior level of 45 dBA. A unit-to-unit transmission analysis should be performed for multi-family structures for structures containing more than one use (e.g., residential and	Significant impact	Prior to the issuance of building permits	Department of Public Health- Office of Industrial Hygiene	A Final Noise Study shall be submitted to the Office of Industrial Hygiene	Less than significant with mitigation with respect to interior and exterior noise levels.	

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	commercial live-at-work buildings). This type of analysis attempts to ensure that noise does not spill from one unit over into another.						
	MM Noise 10: Prior to approval of a site development permit for commercial/office development, a noise study will be required for the final version of the commercial portions of the project site to ensure that noise from the commercial area will not impact adjacent residential land uses by exceeding the County’s noise limits of 65 dBA during the day and 45 dBA at night in any ten minute period. To retain visibility and access, setbacks, berms, and walls may be used to achieve acceptable noise levels.	Significant impact	Prior to approval of any implementing project	Department of Public Health- Office of Industrial Hygiene	A Final Noise Study shall be submitted to the Office of Industrial Hygiene	Less than significant with mitigation with respect to interior and exterior noise levels.	
	<i>To reduce impacts of noise from hunting activities in the SJWA, the following mitigation measure shall be implemented:</i> MM Noise 11: To inform future residents of The Village of Lakeview that hunting is allowed in the San Jacinto Wildlife Area, and their proximity to said hunting, which may cause loud intermittent noises from gunshots, a disclosure statement shall be provided to prospective buyers prior to the purchase of homes within the proposed project. A copy of the Department of Real Estate (DRE) White Report shall be given to the County Planning Department that the sales staff/escrow officers, for each housing area being sold have included such notification prior to Final Inspection.	Significant impact	Prior to the issuance of Final Inspection	Planning Department	Submittal of disclosure to the Planning Department	Less than significant with 500-foot buffer with respect to potential project noise impacts on the SJWA. Less than significant with mitigation with respect to impacts from hunting on project residents.	

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PUBLIC SERVICES	MM Fire 1: To assure that the project development does not proceed faster than adequate fire service facilities are provided, the necessary fire station identified in the Development Agreement shall be constructed and operational prior to issuance of building permit for the 5,500 th dwelling unit within the project, to accommodate the equipment and staff necessary to serve all development within THE VILLAGES OF LAKEVIEW Specific Plan in accordance with the terms of THE VILLAGES OF LAKEVIEW Development Agreement or other agreement with the Riverside County Fire Department.	Significant impact	Prior to the issuance of the 5,500 th Final Inspection Building Permit	County Fire Department		Less than significant with mitigation	
	MM Fire 2: To ensure that adequate fire stations are provided to serve project development, the Master Developer shall pay fire services development impact fees pursuant to Ordinance 659.7 or, provide land and/or facilities to satisfy Fire Department services standards and ensure the construction and operations of adequate fire stations in accordance with the terms of The Villages of Lakeview Development Agreement or other agreement with the Riverside County Fire Department.	Significant impact	Prior to the issuance of building permits	County Fire Department	Payment of Fees	Less than significant with mitigation	
	MM Fire 3: All water mains and fire hydrants providing required fire flows shall be constructed in accordance with the appropriate sections of Riverside County Ordinance No. 460 and/or No. 787, subject to review and approval by the Riverside County Fire Department.	Significant impact	Prior to the approval of Water and Sewer Plans	County Fire Department	Water Improvement Plans shall be submitted and approved by the County Fire Department	Less than significant with mitigation	
TRANS/TRAFFIC	Required regulations (TUMF, RBBD, DIF,) MM Trans 1: All roads shall be improved to the recommended General Plan or Specific Plan designation, as approved by the County Board of Supervisors, or as approved by the Transportation Department. If there is a conflict between the General Plan and Specific Plan, the General Plan designation would prevail unless specific findings are made by the County that the Specific Plan improvement is consistent with the General Plan.	Significant Impact	Ongoing	Transportation Department	Approval of Street Improvement Plans	Less than significant after mitigation	

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	MM Trans 2: The project proponent shall prepare a traffic impact study for each “Village” of development within the SP. The Village-level traffic analysis will be a refinement of the SP Traffic Impact Analysis. Traffic studies for individual implementing projects may be required for individual implementing projects within the boundaries of Specific Plan No. 342, at the discretion of the Transportation Department. Traffic studies for individual implementing projects, if needed, shall identify the impacts of the implementing project and needed roadway improvements to be constructed prior to each implementing project. If development within SP 342 occurs in a different order than the phasing assumptions stated on page 3 of the County Condition of Approval 10. TRANS, or if phases overlap substantially, a new traffic study may be required to determine if any improvements from the prior un-built phase need to be constructed to mitigate impacts by the phase being developed.	Significant Impact	Concurrently with the first implementing map in each Village. Or As required by the Transportation Department.	Transportation Department	Approval of traffic study	Less than significant with mitigation.	
	MM Trans 3: Roadways internal to the project shall be constructed as needed for development; as determined on the basis of Village-level traffic studies.	Significant Impact	Pursuant to Conditions of Approval for each implementing map.	Transportation Department	Traffic study	Less than significant with mitigation.	
	MM Trans 4: Prior to the 1st occupancy, applicant shall widen Ramona Expressway to four lanes from westerly of Lakeview Avenue to easterly of Hansen Avenue, and signalize the intersection at Lakeview Avenue and Ramona Expressway.	Significant Impact	Prior to 1 st Certificate of Occupancy	Transportation Department	Final Inspection of required improvements.	Less than significant with mitigation.	
	MM Trans 5: At such time as the project phasing requires the construction of AA Street and its connection via Reservoir Avenue to Ramona Expressway, applicant shall install a traffic signal at the intersection of Reservoir Avenue and Ramona Expressway, connect Reservoir Avenue to Lakeview Avenue via an alignment approved by the Transportation Department, and close the intersection at Lakeview Avenue and Ramona Expressway. The new signal at Reservoir Avenue and Ramona Expressway is eligible for traffic signal fee credit in accordance with the County’s DIF Program. As an alternative, the project proponent shall provide a village-level traffic study to demonstrate that an interim/temporary solution is possible to mitigate the traffic impacts of the project and to provide accessibility until the grade separated interchange at Reservoir Avenue and Ramona Expressway is completed.	Significant Impact	Prior to construction of AA Street and its connection via Reservoir Avenue to Ramona Expressway	Transportation Department	Approval of Street Improvement Plans or traffic study	Less than significant with mitigation.	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	MM Trans 6: Prior to the issuance of occupancy permits for the 1,201st dwelling unit, or an equivalent amount of non-residential building permits, applicant shall widen Ramona Expressway to 4 lanes with a median between Lakeview Avenue and the existing 4-lane section of Ramona Expressway located easterly of the City of Perris, OR - The County shall have awarded a construction contract, with full funding in place, for this improvement. - The widening of this section of Ramona Expressway may require construction of a bridge. The project shall receive credit against the TUMF fees and RBBD fees for this improvement. In the event that the cost of these improvements exceeds the project’s TUMF and RBBD contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBD area to fully fund these improvements. - In addition to the County’s efforts to secure funding for the road widening and bridge improvements from WRCOG and RCTC, applicant will establish a Community Facilities District (CFD) or other acceptable funding mechanism to fully fund any shortfall in the delivery of the four lane improvement. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBD and TUMF fees that the current phase of development would generate.	Significant Impact	Prior to 1,201 st issuance of Certificate of Occupancy or an equivalent amount of non-residential building permits Or Award by County of construction contract with full funding in place	Transportation Department Building & Safety Department Project proponent	Approval of road and bridge Improvement Plans Payment of TUMF and RBBD fees by the project proponent	Temporary Significant Unavoidable project-specific and Cumulative Impacts After Mitigation	
	MM Trans 7: Prior to the issuance of occupancy permits for the 1,201st dwelling unit, or an equivalent amount of non-residential building permits, applicant shall install a traffic signal at Bridge Street/Ramona Expressway, and widen Ramona Expressway to 4 through lanes through the intersection, this improvement is eligible for traffic signal fee credit, or The County shall have awarded a construction contract, with full funding in place, for this improvement.	Significant Impact	Prior to 1,201 st issuance of Certificate of Occupancy or an equivalent amount of non-residential building permit Or Award of contract	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant After Mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPOSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	MM Trans 8: Prior to the issuance of occupancy permits for the 2,201st dwelling unit, or an equivalent amount of non-residential building permits, applicant shall widen Ramona Expressway to 4 through lanes with a median from Hansen Avenue easterly to 5th Street, OR - The County shall have awarded a construction contract, with full funding in place, for this improvement. - In the event that the cost of these improvements exceeds the project’s TUMF and RBBB contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBB area to fully fund these improvements. - In addition to the County’s efforts to secure funding for the road widening improvements from WRCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBB and TUMF fees that the current phase of development would generate.	Significant Impact	Prior to 2,201 st issuance of Certificate of Occupancy or an equivalent amount of non-residential building permit Or Award of contract	Transportation Department Building & Safety Department	Approval of Street Improvement Plans Payment of TUMF and RBBB fees	Temporary Significant Unavoidable project-specific and Cumulative Impacts After Mitigation	
	MM Trans 9: Prior to the issuance of the 2,391st residential occupancy permit, or building permit for an equivalent amount of non-residential buildings, the applicant shall construct Reservoir Avenue as a two-lane facility between Nuevo Road and 10th Street, OR funding for this improvement shall be assured, otherwise.	Significant Impact	Prior to 2,391 st issuance of Certificate of Occupancy or an equivalent amount of non-residential building permit Or funding assured	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than Significant with mitigation	
	MM Trans 10: Prior to the issuance of the 2,581st residential occupancy permit, or building permit for an equivalent amount of non-residential buildings, the applicant shall improve Nuevo Road from two lanes to four lanes between Dunlap Road and Foothill Avenue, OR funding for this improvement shall be assured, otherwise.	Significant Impact	Prior to 2,581 st issuance of Certificate of Occupancy or an equivalent amount of non-residential building permit or funding is assured	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Temporary Significant Unavoidable project-specific and Cumulative Impacts After Mitigation	
	MM Trans 11: Prior to the issuance of the 2,741st residential occupancy permit, or building permit for an equivalent amount of non-residential buildings, the applicant shall improve Nuevo Road from two lanes to four lanes between Foothill Avenue and Menifee Road, OR funding for	Significant Impact	Prior to 2,741 st issuance of Certificate of Occupancy or an equivalent amount of non-residential building permit or funding assured	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPOSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	this improvement shall be assured, otherwise.						
	Signals To the extent that others have not installed the signals prior to the time they are needed for SP 0342, the proponent of SP 342 and all subsequent implementing projects within the Specific Plan shall be responsible for design, construction, and installation of traffic signals at the following off-site intersections or as approved by the Transportation Department. The timing of the off-site signal needs in each phase will be determined based on detailed Village-level traffic studies. The need for signals at on-site intersections will be determined based on detailed Village-level traffic studies.						
	MM Trans 12: The following signals shall be installed prior to the issuance of the 1,601 st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies: - Bridge Street (NS) at Ramona Expressway (EW) - Lakeview Avenue (NS) at Ramona Expressway (EW) - temporary connection, disconnected when signal or grade separation is installed at Reservoir Avenue (realigned) (NS) at Ramona Expressway (NS). - Hansen Avenue/Davis Road (NS) at Ramona Expressway (EW) (modification) - On-site signals as needed to support development	Significant Impact	Prior to 1,601 st issuance of Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits or earlier, as determined by Village level traffic study	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant after mitigation	
	MM Trans 13: The following signals shall be installed prior to the issuance of the 3,201 st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies: - Reservoir Avenue (NS) at 10th Street (EW) - Meniffee Road (NS) at Nuevo Road (EW) 5th Street/Town Center Boulevard (NS), or location in vicinity, at Ramona Expressway (EW) – temporary signal, disconnected when Town Center is connected to Ramona Expressway at its ultimate location. - On-site signals as needed to support development	Significant Impact	Prior to 3,201 st issuance of Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPOSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	Intersections If, prior to the recordation of the first tract in Phase 1A or the issuance of a building permit for any non-residential uses in Phase 1A, funding is assured for the County-led improvements along the Ramona Expressway corridor, the mitigation measures preceded by ** may be waved at the discretion of the County. <i>The following intersection improvements shall be provided prior to the issuance of the 1,601st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:</i>						
	MM Trans 14: The City of Perris and the County of Riverside are coordinating with Caltrans on the improvements at the I-215 interchange ramps. The following geometrics are included in the current Caltrans improvement plan for this intersection and are expected to be completed by this phase. The intersection of I-215 Southbound Ramps at Ramona Expressway shall be improved to provide the following geometrics: Northbound: Not applicable. Southbound: One left turn lane. One shared left turn and through lane. One right turn lane. Eastbound: One through lane. One shared through and right turn lane. Westbound: One left turn lane. Two through lanes.	Significant	Prior to the issuance of the 1,601st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Final Inspection	Less than significant	
	MM Trans 15: Improve the intersection of Hansen Avenue/Davis Road and Ramona Expressway to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.	Significant	Prior to the issuance of the 1,601st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 16: Improve the intersection of Lakeview Avenue and Ramona Expressway to provide signalization and include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One right turn lane. Westbound: One left turn lane. One through lane. One right turn lane.	Significant	Prior to the issuance of the 1,601st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	MM Trans 17: Improve the intersection of Lakeview Avenue and 10th Street to provide signalization and include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One right turn lane. Westbound: One left turn lane. One shared through and right turn lane.	Significant	Prior to the issuance of the 1,601st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Temporary Significant Impact After Mitigation	
	MM Trans 18: Improve the intersection of Reservoir Avenue and 10th Street to include the following geometrics: Northbound: One shared left turn, through, and right turn lane. Southbound: One shared left turn, through, and right turn lane. Eastbound: One shared left turn, through, and right turn lane. Westbound: One shared left turn, through, and right turn lane.	Significant	Prior to the issuance of the 1,601st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant after mitigation	
	MM Trans 19: **Improve the intersection of Bridge Street and Ramona Expressway to include the following geometrics: Northbound: Not applicable. Southbound: One left turn lane. One right turn lane. Eastbound: One left turn lane. Two through lanes. Westbound: One left turn lane. Two through lanes. One right turn lane.	Significant	Prior to the issuance of the 1,601st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department Caltrans	Approval of Street Improvement Plans	Less than significant after mitigation.	
	<i>The following intersection improvements shall be provided prior to the issuance of the 3,201st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:</i>						
	MM Trans 20: Improve the intersection of Reservoir Avenue and Ramona Expressway to include the following geometrics: Northbound: One left turn lane. One through lane. One right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One right turn lane.	Significant	Prior to the issuance of the 3,201 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permit	Transportation Department Building & Safety Department	Approval of Street Improvement Plans Or Village level traffic study	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	Westbound: One left turn lane. One shared through and right turn lane. OR A village-level traffic study shall be provided to demonstrate that an interim/temporary solution is possible to mitigate the traffic impacts of the project and to provide accessibility until the grade separated interchange at Reservoir Avenue and Ramona Expressway is completed.						
	MM Trans 21: Improve the intersection of 5th Street and Ramona Expressway to include the following geometrics: Northbound: One left turn lane. One right turn lane. Southbound: Not applicable. Eastbound: Two through lanes. One right turn lane. Westbound: One left turn lane. Two through lanes.	Significant	Prior to the issuance of the 3,201 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permit	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 22: Improve the intersection of Reservoir Avenue and 10th Street to provide signalization and include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One shared through and right turn lane.	Significant	Prior to the issuance of the 3,201 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permit	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 23: Improve the intersection of Lakeview Avenue and Nuevo Road to include the following geometrics: Northbound: Not applicable. Southbound: One left turn lane. One right turn lane. Eastbound: One left turn lane. One through lane. Westbound: One shared through and right turn lane.	Significant	Prior to the issuance of the 3,201 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permit	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Temporary significant impact after mitigation	
	<i>Roadways internal to the project shall be constructed as needed for Phase I development per the following geometrics and as determined on the basis of Village-level traffic studies:</i>						
	MM Trans 24: Construct the intersection of Reservoir Avenue and AA Street to include the following geometrics: Northbound: One shared through and right turn lane. Southbound: One shared left turn and through lane. Eastbound: Not applicable. Westbound: One shared left turn and right turn lane. Stop controlled.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPOSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	MM Trans 25: Construct the intersection of AA Street and NN Street to include the following geometrics: Northbound: One shared left turn and right turn lane. Stop controlled. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Westbound: One shared left turn and through lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 26: Construct the intersection of CC Street and BB Street to include the following geometrics: Northbound: Not applicable. Southbound: One shared left turn and right turn lane. Stop controlled. Eastbound: One shared left turn and through lane. Westbound: One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 27: Construct the intersection of School Access and PP Street to include the following geometrics: Northbound: Not applicable. Southbound: One shared left turn and right turn lane. Stop controlled. Eastbound: One shared left turn and through lane. Westbound: One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 28: Construct the intersection of QQ Street and PP Street to include the following geometrics: Northbound: One shared left turn and right turn lane. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Stop controlled. Westbound: One shared left turn and through lane. Stop controlled.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 29: Construct the intersection of Hansen Avenue and Project Access to include the following geometrics: Northbound: One shared through and right turn lane. Southbound: One shared left turn and through lane. Eastbound: Not applicable. Westbound: One shared left turn and right turn lane. Stop controlled.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	MM Trans 30: Construct the intersection of SS Boulevard and Project Access to include the following geometrics: Northbound: One shared left turn, through, and right turn lane. Stop controlled. Southbound: One shared left turn, through, and right turn lane. Stop controlled. Eastbound: One shared left turn, through, and right turn lane. Westbound: One shared left turn, through, and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 31: Construct the intersection of SS Boulevard and MM Street to include the following geometrics: Northbound: One shared left turn, through, and right turn lane. Southbound: One shared left turn, through, and right turn lane. Eastbound: One shared left turn, through, and right turn lane. Stop controlled. Westbound: One shared left turn, through, and right turn lane. Stop controlled.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 32: Construct the intersection of SS Boulevard and Lakeview Avenue to include the following geometrics: Northbound: One shared left turn and through lane. Southbound: One shared through and right turn lane. Eastbound: One shared left turn and right turn lane. Stop controlled. Westbound: Not applicable.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 33: Construct the intersection of Town Center Boulevard and Retail Access to include the following geometrics: Northbound: One shared through and right turn lane. Southbound: One shared left turn and through lane. Eastbound: Not applicable. Westbound: One shared left turn and right turn lane. Stop controlled.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 34: Construct the intersection of SS Boulevard - RR Street and Town Center Boulevard - Park Center	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPOSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	Boulevard to include the following geometrics: Northbound: One shared left turn and through lane. Stop controlled. Southbound: One shared through and right turn lane. Stop controlled. Eastbound: One shared left turn and right turn lane. Westbound: Not applicable.						
	MM Trans 35: Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees (Riverside County Traffic Signal Systems Fee Program).	Significant Impact	Prior to approval of each implementing map	Transportation Department	Payment of fees per the Riverside County Traffic Signal Systems Fee Program	Temporary significant impact after mitigation due to uncertain time of improvements	
	MM Trans 36: The project proponent shall be required to pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of issuance of a building permit, pursuant to Ordinance No. 824.	Significant Impact	Issuance of Building Permit	Transportation Department	Payment of TUMF	Temporary significant impact after mitigation due to uncertain time of improvements	
	MM Trans 37: Prior to the issuance of building permits for any implementing project for SP 342, each implementing project within any phase of SP 342 shall be asked to pay the RBBD fee once it has been established and adopted. In the event the RBBD is not formed prior to the time when an implementing project is ready to record a map or obtain a building permit (for non-residential projects), the proponent of the implementing project will have the option of paying an estimated RBBD fee or constructing those RBBD roadway improvements identified by the Transportation Department based on the Traffic Impact Study Report needed to mitigate its proportional share of cumulative impacts, or as approved by the Transportation Department.	Significant Impact	Prior to issuance of Building Permits	Building & Safety Department	Payment of RBBD fees	Temporary significant impact after mitigation due to uncertain time of improvements	
	MM Trans 38: Proposed project-level mitigation measures shall be coordinated with the RBBD to ensure that they are in conformance with the ultimate improvements planned by the RBBD. The applicant shall be eligible to receive proportional credits against the RBBD for construction of project level mitigation included in the RBBD.	Significant Impact	Prior to approval of all street and other plans for all RBBD funded improvements	Transportation Department	Payment of RBBD fees	Temporary significant impact after mitigation due to uncertain time of improvements	
	Construction of the following roadways shall comply with Riverside County Standards as approved in SP 342. Roadways internal to the project shall be constructed as needed for development; as determined on the basis of village-level traffic studies.						
	MM Trans 39: Prior to the issuance of occupancy permits	Significant Impact	Prior to the issuance of Certificate of Occupancy	Transportation Department Building & Safety	Approval of Street Improvement Plans	Temporary significant impact after mitigation due	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPOSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	for the 4,001 st dwelling unit, or an equivalent amount of non-residential building permits: - Applicant shall widen Ramona Expressway to 4 lanes with a striped median from 5th Street to connect to the existing 4 lane section west of Warren Road, Or - The County shall have awarded a construction contract, with full funding in place, for this improvement. - In the event that the cost of these improvements exceeds the project’s TUMF and RBBD contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBD area to fully fund these improvements. - In addition to the County’s efforts to secure funding for the road widening improvements from WRCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBD and TUMF fees that the current phase of development would generate.		for the 4,001 st dwelling unit or an equivalent amount of non-residential building permits	Department	Payment of TUMF and RBBD fees	to uncertain time of improvements	
	MM Trans 40: Prior to the issuance of the 4,331 st residential occupancy permit, or building permit for an equivalent amount of non-residential buildings, the applicant shall improve 10 th Street from two to four lanes between Reservoir Avenue and Hanson Avenue, OR funding for this improvement shall be assured, otherwise.	Significant Impact	Prior to the issuance of the 4,331 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building and Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	Signals To the extent that others have not installed the signals prior to the time they are needed for SP 0342, the proponent of SP 342 and all subsequent implementing projects within the Specific Plan shall be responsible for design, construction, and installation of traffic signals at the following off-site intersections or as approved by the Transportation Department. The timing of the off-site signal needs in each phase will be determined based on detailed village-level traffic studies. The need for signals at on-site intersections will be determined based on detailed village-level traffic studies.						
	MM Trans 41: The following signals shall be installed prior to the issuance of the 5,101 st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building	Transportation Department Building and Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPOSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	- Bridge Street (NS) at Gilman Springs Road (EW) - Yucca Avenue (NS) at 10th Street (EW) - On-site signals as needed to support development.		permits				
	Intersections If, prior to the recordation of the first tract or the issuance of a building permit for any non-residential uses in Phase 2, funding is assured for the County-led improvements along the Ramona Expressway corridor, the mitigation measures preceded by ** may be waved at the discretion of the County. <i>The following intersection improvements shall be provided prior to the issuance of the 5,101st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of Village-level traffic studies:</i>						
	MM Trans 42: **Improve the intersection of Antelope Road and Ramona Expressway to include the following geometrics: Northbound: One shared left turn and right turn lane. Southbound: Not applicable. Eastbound: One through lane. One shared through and right turn lane. Westbound: One left turn lane. Two through lanes.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 43: **Improve the intersection of Bernasconi Road and Ramona Expressway to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 44: **Improve the intersection of Hansen Avenue/Davis Road and Ramona Expressway to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: One left turn lane. Two through lanes. One	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPOSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	right turn lane.						
	MM Trans 45: **Improve the intersection of Town Center Boulevard and Ramona Expressway to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 46: **Improve the intersection of Park Center Boulevard and Ramona Expressway to include the following geometrics: Northbound: One left turn lane. One right turn lane. Southbound: Not applicable. Eastbound: Two through lanes. One right turn lane. Westbound: One left turn lane. Two through lanes.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 47: Improve the intersection of Hansen Avenue and 10th Street - Wolfskill Avenue to provide signalization and include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 48: Improve the intersection of Bridge Street and Gilman Springs Road to include the following geometrics: Northbound: One left turn lane. One right turn lane. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Westbound: One left turn lane. One through lane.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 49: Improve the intersection of Reservoir Avenue and 10th Street to include the following geometrics: Northbound: One left turn lane. Two through lanes. One free-flow right turn lane.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	Southbound: One left turn lane. One through lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: Two left turn lanes. Two through lanes. One right turn lane.		non-residential building permits				
	MM Trans 50: Improve the intersection of Reservoir Road/Menifee Road and Nuevo Road to include the following geometrics: Northbound: One left turn lane. One through lane. One right turn lane. Southbound: One left turn lane. One through lane. One right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 51: Improve the intersection of Yucca Avenue and 10th Street to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 52: Improve the intersection of Antelope Road and Nuevo Road to include the following geometrics: Northbound: Not applicable. Southbound: One shared left turn and right turn lane. Eastbound: One left turn. Two through lanes. Westbound: One through lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 53: Improve the intersection of Lakeview Avenue and 10th Street to provide signalization and include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	right turn lane. Eastbound: One left turn. One through lane. One shared through and right turn lane. Westbound: One left turn. One through lane. One shared through and right turn lane.						
	MM Trans 54: The intersection of Hansen Avenue (NS) at 10 th Street (EW) shall be signalized and improved to provide the following geometrics: Northbound: one left-turn lane, one shared through/right-turn lane. Southbound: one left-turn lane, one shared through/right-turn lane. Eastbound: one left-turn lane, one through lane, one shared through/right-turn lane. Westbound: one left-turn lane, one through lane, one shared through/right-turn lane.	Significant Impact	Prior to the issuance of the 5,101 st Certificate of Occupancy or the issuance of an equivalent amount of non-residential building permits	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	Roadways internal to the project shall be constructed as needed for Phase 2 development per the following geometrics and as determined on the basis of Village-level traffic studies:						
	MM Trans 55: Construct the signalized intersection of QQ Street and PP Street to include the following geometrics: Northbound: One shared left turn and right turn lane. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Westbound: One left turn lane. One through lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 56: Construct the signalized intersection of SS Boulevard and Project Access to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 57: Construct the signalized intersection of SS Boulevard and MM Street to include the following geometrics: Northbound: One left turn lane. One through lane. One right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One shared through and right turn lane.						
	MM Trans 58: Construct the signalized intersection of SS Boulevard - RR Street and Town Center Boulevard - Park Center Boulevard to include the following geometrics: Northbound: One left turn lane. One through lane. One right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One right turn lane. Westbound: One left turn lane. One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 59: Construct the signalized intersection of EE Street and Park Center Boulevard to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 60: Construct the signalized intersection of MM Street and Park Center Boulevard to include the following geometrics: Northbound: One left turn lane. One right turn lane. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Westbound: One left turn lane. One through lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 61: Construct the signalized intersection of Park Center Boulevard and FF Street to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPOSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One shared through and right turn lane.						
	MM Trans 62: Construct the intersection of Park Center Boulevard and VV Street to include the following geometrics: Northbound: One through lane. Southbound: One shared through and right turn lane. Eastbound: One right turn lane. Stop controlled. Westbound: Not applicable.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 63: Construct the intersection of RR Street and DD Street to include the following geometrics: Northbound: One shared left turn and right turn lane. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Stop controlled. Westbound: One shared left turn and through lane. Stop controlled.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 64: Construct the intersection of EE Street and DD Street to include the following geometrics: Northbound: One left turn lane. Southbound: Not applicable. Eastbound: One right turn lane. Stop controlled. Westbound: Not applicable.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 65: Construct the intersection of EE Street and FF Street to include the following geometrics: Northbound: One shared left turn, through, and right turn lane. Southbound: One shared left turn, through, and right turn lane. Eastbound: One shared left turn, through, and right turn lane. Stop controlled. Westbound: One shared left turn, through, and right turn lane. Stop controlled.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 66: Construct the intersection of OO Street and MM Street to include the following geometrics:	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPOSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	Northbound: One shared left turn, through, and right turn lane. Stop controlled. Southbound: One shared left turn, through, and right turn lane. Stop controlled. Eastbound: One shared left turn, through, and right turn lane. Westbound: One shared left turn, through, and right turn lane.						
	MM Trans 67: Construct the intersection of KK Street and MM Street to include the following geometrics: Northbound: One shared left turn, through, and right turn lane. Stop controlled. Southbound: One shared left turn, through, and right turn lane. Stop controlled. Eastbound: One shared left turn, through, and right turn lane. Westbound: One shared left turn, through, and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 68: Construct the intersection of LL Street and MM Street to include the following geometrics: Northbound: Not applicable. Southbound: One shared left turn and right turn lane. Stop controlled. Eastbound: One shared left turn and through lane. Westbound: One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 69: Construct the intersection of FF Street and GG Street to include the following geometrics: Northbound: Not applicable. Southbound: One left turn lane. Stop controlled. Eastbound: Not applicable. Westbound: One right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 70: Construct the intersection of II Street and HH Street to include the following geometrics: Northbound: Not applicable. Southbound: One shared left turn and right turn lane. Stop controlled. Eastbound: One shared left turn and through lane. Westbound: One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	MM Trans 71: Construct the intersection of HH Street and JJ Street to include the following geometrics: Northbound: One shared left turn and right turn lane. Stop controlled. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Westbound: One shared left turn and through lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 72: Construct the intersection of II Street and JJ Street to include the following geometrics: Northbound: One right turn lane. Stop controlled. Southbound: Not applicable. Eastbound: Not applicable. Westbound: One left turn lane.						
	MM Trans 73: Prior to the issuance of the 6,671 st residential occupancy permit, or building permit for an equivalent amount of non-residential buildings, the applicant shall improve Reservoir Avenue from two lanes to four lanes between Nuevo Road and 10 th Street, OR funding for this improvement shall be assured, otherwise.	Significant Impact	Prior to the issuance of 6,671 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings or funding assured	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Temporary significant impact	
	MM Trans 74: Prior to the issuance of occupancy permits for the 8,681 st dwelling unit, or an equivalent amount of non-residential building permits, applicant shall widen Ramona Expressway from Reservoir Avenue to Hansen Avenue from 4 lanes to 6 lanes or provide equivalent capacity through 4 lanes with grade separations at intersections, OR - The County shall have awarded a construction contract, with full funding in place, for this improvement. - In the event that the cost of these improvements exceeds the project’s TUMF and RBBB contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBB area to fully fund these improvements. - In addition to the County’s efforts to secure funding for the road widening improvements from WRCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of	Significant Impact	Prior to the issuance of 8,681 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Payment of TUMF and RBBB fees	Less than significant after mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBB and TUMF fees that the current phase of development would generate.						
	MM Trans 75: Prior to the issuance of occupancy permits for the 9,141 st dwelling unit, or an equivalent amount of non-residential building permits, applicant shall widen Ramona Expressway from Hansen Avenue to Park Center Boulevard from 4 lanes to 6 lanes or provide equivalent capacity through 4 lanes with grade separations at intersections, OR - The County shall have awarded a construction contract, with full funding in place, for this improvement. - In the event that the cost of these improvements exceeds the project’s TUMF and RBBB contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBB area to fully fund these improvements. - In addition to the County’s efforts to secure funding for the road widening improvements from WRCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBB and TUMF fees that the current phase of development would generate.	Significant Impact	Prior to the issuance of 9,141 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings or contract award	Transportation Department Building & Safety Transportation Department	Payment of TUMF and RBBB fees Street Improvement Plans Payment of TUMF and RBBB fees	Less than significant with mitigation	
	MM Trans 76: Prior to the issuance of occupancy permits for the 9,551 st dwelling unit, or an equivalent amount of non-residential building permits, applicant shall widen Ramona Expressway from Reservoir Avenue westerly to the Perris City limits from 4 lanes to 6 lanes or provide equivalent capacity through 4 lanes with grade separations at intersections, OR - The County shall have awarded a construction contract, with full funding in place, for this improvement. - In the event that the cost of these improvements exceeds the project’s TUMF and RBBB contributions	Significant Impact	Prior to the issuance of 9,551 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings or award of contract	Transportation Department Building & Safety Department	Payment of TUMF and RBBB fees Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBB area to fully fund these improvements. - In addition to the County’s efforts to secure funding for the road widening and bridge improvements from WRCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBB and TUMF fees that the current phase of development would generate.						
	MM Trans 77: Prior to the issuance of occupancy permits for the 9,811th dwelling unit, or an equivalent amount of non-residential building permits, applicant shall widen Ramona Expressway from Park Center Boulevard to Bridge Street from 4 lanes to 6 lanes or provide equivalent capacity through 4 lanes with grade separations at intersections, OR - The County shall have awarded a construction contract, with full funding in place, for this improvement. - In the event that the cost of these improvements exceeds the project’s TUMF and RBBB contributions for this phase, County shall make its best efforts to secure additional funds from the TUMF Program or other Regional funding programs administered by WRCOG or RCTC to contribute the additional funding, and/or identify funds collected from other development in the proposed Lakeview/Nuevo RBBB area to fully fund these improvements. - In addition to the County’s efforts to secure funding for the road widening improvements from WRCOG and RCTC, applicant will establish a Community Facilities District (CFD) for its then current phase of development. The funds generated by the CFD shall be used to fund the improvements and applicant shall receive corresponding credits against RBBB and TUMF fees that the current phase of development would generate.	Significant Impact	Prior to the issuance of 9,811 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings or contract award	Transportation Department Building & Safety Department	Payment of TUMF and RBBB fees Approval of Street Improvement Plans	Less than significant with mitigation	

Mitigation Monitoring and Reporting Program

IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPOSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	Signals To the extent that others have not installed the signals prior to the time they are needed for SP 0342, the proponent of SP 342 and all subsequent implementing projects within the Specific Plan shall be responsible for design, construction, and installation of traffic signals at the following off-site intersections or as approved by the Transportation Department. The timing of the off-site signal needs in each phase will be determined based on detailed village-level traffic studies. The need for signals at on-site intersections will be determined based on detailed village-level traffic studies.						
	MM Trans 78: The following signals shall be installed prior to the issuance of the 6,801 st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies: - Menifee Road (NS) at San Jacinto Road (EW) - Menifee Road (NS) at Mapes Road (EW) - Menifee Road (NS) at Nuevo Road (EW) (relocated) - Reservoir Avenue (NS) at 10th Street (EW) (Modification to add lanes) - Park Center Boulevard (NS), or location in vicinity, at Ramona Expressway (EW) – temporary signal to be removed when Park Center is connected to Ramona Parkway at its ultimate location. - Yucca Avenue (NS) at 10th Street (EW) (Modification to add lanes) - On-site signals as needed to support development	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans79: The following signals shall be installed prior to the issuance of the 9,081 st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies: - Foothill Avenue (NS) at Nuevo Road (EW) - Antelope Road (NS) at Nuevo Road (EW) - On-site signals as needed to support development	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	Intersections If, prior to the recordation of the first tract in Phase 3A or 3B, or the issuance of a building permit for any non-residential uses in Phase 3A or 3B, the County-led improvements along the Ramona Expressway corridor have been constructed and open to traffic, the conditions preceded by ** may be waved at the discretion of the County. <i>The following intersection improvements shall be provided prior to the issuance of the 6,801st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:</i>						
	MM Trans 80: The City of Perris and the County of Riverside are coordinating with Caltrans on the improvements	Significant Impact	Prior to the issuance of 6,801 st Certificate of	Transportation Department Building & Safety	Approval of Street Improvement Plans	Temporary significant project specific and	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPOSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	at the I-215 interchanges ramps. The above geometrics are included in the current Caltrans improvement plan for this intersection and are expected to be completed by this phase. The intersection of I-215 NB Ramps at Ramona Expressway shall be improved to provide the following geometrics: Northbound: One shared left turn and through lane. One right turn lane. Southbound: Not applicable. Eastbound: One left turn lane. Two through lanes. Westbound: Two through lanes. One free flow right turn lane.		Occupancy or building permit for an equivalent amount of non-residential buildings	Department		cumulative impact after mitigation	
	MM Trans 81: Improve the intersection of Antelope Road and Ramona Expressway to include the following geometrics: Northbound: One shared left turn and through lane. One right turn lane. Southbound: Not applicable. Eastbound: Two through lanes. One right turn lane. Westbound: One left turn lane. Two through lanes.	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 82: **Improve the intersection of Reservoir Avenue and Ramona Expressway to include the following geometrics: Northbound: One left turn lane. One through lane. One free flow right turn lane. Southbound: One left turn lane. One through lane. One right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: Two left turn lanes. Two through lanes. One right turn lane.	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 83: **Improve the intersection of QQ Street/Town Center Boulevard and Ramona Expressway to include the following geometrics: Northbound: Two left turn lanes. One through lane. One right turn lane. Southbound: One left turn lane. One through lane. One right turn lane. Eastbound: One left turn lane. Two through lanes. One free flow right turn lane. Westbound: One left turn lanes. Two through lanes. One right turn lane.	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	MM Trans 84: **Improve the intersection of Park Center Boulevard and Ramona Expressway to include the following geometrics: Northbound: One left turn lane. One free flow right turn lane. Southbound: Not applicable. Eastbound: Two through lanes. One right turn lane. Westbound: Two left turn lanes. Two through lanes.	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 85: **Improve the intersection of Bridge Street and Ramona Expressway to include the following geometrics: Northbound: Not applicable. Southbound: One left turn lane. One right turn lane. Eastbound: One left turn lane. Two through lanes. Westbound: Two through lanes. One right turn lane.	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 86: **Improve the intersection of Warren Road and Ramona Expressway to include the following geometrics: Northbound: Two left turn lanes. One shared through and right turn lane. Southbound: One shared left turn, through and right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: One left turn lane. Two through lanes. One right turn lane.	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Temporary significant impacts	
	MM Trans 87: Improve the intersection of Reservoir Avenue and 9th Street to include the following geometrics: Northbound: One through lane. One shared through and right turn lane. Southbound: One left turn lane. Two through lanes. Eastbound: Not applicable. Westbound: One shared left turn and right turn lane.	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 88: Improve the intersection of Reservoir Avenue and 10th Street to include the following geometrics: Northbound: One through lane. Two through lanes. One free flow right turn lane. Southbound: Two left turn lanes. One through lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPOSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: Two left turn lanes. Two through lanes. One right turn lane						
	MM Trans 89: Improve the intersection of Lakeview Avenue and 10th Street to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 90: Improve the intersection of Antelope Road and Nuevo Road to include the following geometrics: Northbound: Not applicable. Southbound: One shared left turn and right turn lane. Eastbound: One left turn lane. Two through lanes. Westbound: One through lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 91: Improve the intersection of Reservoir Road/Menifee Road and Nuevo Road to include the following geometrics: Northbound: One left turn lane. Two through lanes. One right turn lane. Southbound: One left turn lane. Two through lanes. One free flow right turn lane. Eastbound: Two left turn lanes. One shared through and right turn lane. Westbound: One left turn lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 92: Improve the intersection of Menifee Road and San Jacinto Road to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One through lane. One right turn lane. Eastbound: One left turn lane. One shared through and	Significant Impact	Prior to the issuance of 6,801 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	right turn lane. Westbound: One left turn lane. One shared through and right turn lane.						
	<i>The following intersection improvements shall be provided prior to the issuance of the 9,081st residential occupancy permit, or the issuance of an equivalent amount of non-residential building permits, or earlier if determined to be necessary on the basis of village-level traffic studies:</i>						
	MM Trans 93: **Improve the intersection of Antelope Road and Ramona Expressway to include the following geometrics: Northbound: One left turn lane. One right turn lane. Southbound: Not applicable. Eastbound: Two through lanes. One shared through and right turn lane. Westbound: One left turn lane. Three through lanes.	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 94: **Improve the intersection of Reservoir Avenue and Ramona Expressway to include the following geometrics: Northbound: One left turn lane. One through lane. One free flow right turn lane. Southbound: One left turn lane. One through lane. One right turn lane. Eastbound: Two left turn lanes. Three through lanes. One right turn lane. Westbound: Two left turn lanes. Three through lanes. One right turn lane.	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 95: **Improve the intersection of QQ Street/Town Center Boulevard and Ramona Expressway to include the following geometrics: Northbound: Two left turn lanes. One through lane. One right turn lane. Southbound: One left turn lane. One through lane. One right turn lane. Eastbound: Two left turn lanes. Three through lanes. One free flow right turn lane. Westbound: Two left turn lanes. Three through lanes. One right turn lane.	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 96: **Improve the intersection of Park Center Boulevard and Ramona Expressway to include the following	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	geometrics: Northbound: One left turn lane. One free flow right turn lane. Southbound: Not applicable. Eastbound: Three through lanes. One right turn lane. Westbound: Two left turn lanes. Three through lanes.		permit for an equivalent amount of non-residential buildings				
	MM Trans 97: **Improve the intersection of Bridge Street and Ramona Expressway to include the following geometrics: Northbound: Not applicable. Southbound: One left turn lane. One right turn lane. Eastbound: One left turn lane. Three through lanes. Westbound: Three through lanes. One right turn lane.	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 98: **Improve the intersection of Bernasconi Road and Ramona Expressway to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. Two through lanes. One shared through and right turn lane. Westbound: One left turn lane. Two through lanes. One shared through and right turn lane.	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 99: Improve the intersection of Hansen Avenue and 10th Street/SS Boulevard to include the following geometrics: Northbound: One left turn lane. One through lane. One right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 100: Improve the intersection of Reservoir Avenue and 10th Street to include the following geometrics: Northbound: Two left turn lanes. Two through lanes. One free flow right turn lane. Southbound: Two left turn lanes. Two through lanes. One	Significant Impact	Prior to the issuance of 9,081 st Certificate of Occupancy or building permit for an equivalent amount of non-residential buildings	Transportation Department Building & Safety Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPOSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	right turn lane. Eastbound: Two left turn lanes. One through lane. One right turn lane. Westbound: Two left turn lanes. Two through lanes. One right turn lane.						
	Roadways internal to the project shall be constructed as needed for development; as determined on the basis of village-level traffic studies and as described below.						
	MM Trans 101: Construct the signalized intersection of SS Boulevard and MM Street to include the following geometrics: Northbound: One left turn lane. One through lane. One right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 102: Construct the signalized intersection of Town Center Boulevard and Retail Access to include the following geometrics: Northbound: One shared through and right turn lane. Southbound: One left turn lane. One through lane. Eastbound: Not applicable. Westbound: One left turn lane. One right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 103: Construct the signalized intersection of SS Boulevard - RR Street and Town Center Boulevard - Park Center Boulevard to include the following geometrics: Northbound: One left turn lane. One through lane. One right turn lane. Southbound: One left turn lane. One through lane. One right turn lane. Eastbound: One left turn lane. Two through lanes. One right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 104: Construct the signalized intersection of Park Center Boulevard and FF Street to include the following	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	geometrics: Northbound: One left turn lane. Two through lanes. One right turn lane. Southbound: One left turn lane. Two through lanes. One right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One right turn lane.						
	MM Trans 105: Construct the intersection of Park Center Boulevard and VV Street to include the following geometrics: Northbound: One through lane. One shared through and right turn lane. Southbound: One through lane. One shared through and right turn lane. Eastbound: One right turn lane. Stop controlled. Westbound: One right turn lane. Stop controlled.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 106: Construct the intersection of RR Street and DD Street to include the following geometrics: Northbound: One shared left turn, through, and right turn lane. Southbound: One shared left turn, through, and right turn lane. Eastbound: One shared left turn, through, and right turn lane. Stop controlled. Westbound: One shared left turn, through, and right turn lane. Stop controlled.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 107: Construct the intersection of EE Street and DD Street to include the following geometrics: Northbound: One shared left turn and through lane. Southbound: One shared through and right turn lane. Eastbound: One shared left turn and right turn lane. Stop controlled. Westbound: Not applicable.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 108: Construct the intersection of EE Street and FF Street to include the following geometrics: Northbound: One shared left turn, through, and right turn lane. Stop controlled.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPOSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	Southbound: One shared left turn, through, and right turn lane. Stop controlled. Eastbound: One shared left turn, through, and right turn lane. Stop controlled. Westbound: One shared left turn, through, and right turn lane. Stop controlled.						
	MM Trans 109: Construct the intersection of OO Street and MM Street to include the following geometrics: Northbound: One shared left turn, through, and right turn lane. Stop controlled. Southbound: One shared left turn, through, and right turn lane. Stop controlled. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 110: Construct the intersection of KK Street and MM Street to include the following geometrics: Northbound: One shared left turn, through, and right turn lane. Stop controlled. Southbound: One shared left turn, through, and right turn lane. Stop controlled. Eastbound: One left turn lane. One through lane. One shared through and right turn lane. Westbound: One left turn lane. One through lane. One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 111: Construct the signalized intersection of LL Street and MM Street to include the following geometrics: Northbound: One left turn lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. One shared through and right turn lane. Westbound: One left turn lane. One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 112: Construct the intersection of FF Street and GG Street to include the following geometrics: Northbound: Not applicable.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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IMPACT CATEGORY	MITIGATION MEASURE	LEVEL OF IMPACT	IMPLEMENTATION TIMING	RESPONSIBLE PARTY	MONITORING/ REPORTING METHOD	IMPACT AFTER MITIGATION	COMMENTS/COMPLETION DATE
	Southbound: One left turn lane. One right turn lane. Stop controlled. Eastbound: One left turn lane. One through lane. Westbound: One shared through and right turn lane.						
	MM Trans 113: Construct the intersection of TT Street and GG Street to include the following geometrics: Northbound: Not applicable. Southbound: One shared left turn and right turn lane. Stop controlled. Eastbound: One shared left turn and through lane. Westbound: One shared through and right turn lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 114: Construct the intersection of II Street and JJ Street to include the following geometrics: Northbound: One shared left turn and right turn lane. Stop controlled. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Westbound: One shared left turn and through lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 115: Construct the intersection of TT Street and JJ Street to include the following geometrics: Northbound: One shared left turn and right turn lane. Stop controlled. Southbound: Not applicable. Eastbound: One shared through and right turn lane. Westbound: One shared left turn and through lane.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 116: Construct the intersection of TT Street and UU Street to include the following geometrics: Northbound: One shared left turn and through lane. Southbound: One shared through and right turn lane. Eastbound: One shared left turn and right turn lane. Stop controlled. Westbound: Not applicable.	Significant	Pursuant to Village level traffic study timing	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	
	MM Trans 117: All improvements listed for Phases 1A, 1B, 2, 3A, and 3B are requirements for interim conditions only.	Significant Impact	Prior to approval of Street Improvement Plans	Transportation Department	Approval of Street Improvement Plans	Less than significant with mitigation	

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	Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County’s Road Improvement Standards and Specifications must be provided.						
	No mitigation required within the County.	Significant	Not Applicable	Not Applicable	Not Applicable	Significant project-specific impacts without mitigation Significant cumulative impacts	
	MM Trans 118: If Option A is implemented to move fill dirt from south of Ramona Expressway to north and to mitigate for the potential significant effect on the circulation system that would result if access to Ramona Expressway from the existing Lakeview/Nuevo community was eliminated, the intersection of Lakeview Avenue and Ramona Expressway shall be maintained during the months that Ramona Expressway is being used in its relocated location to the north. (See Section 5.14, Threshold C, pg. 5.14-178.)	Significant Impact	Prior to the issuance of the Grading permit	Transportation Department Building and Safety Department	Approval of a Traffic Control Plan Issuance of a Grading permit	Less than Significant with mitigation	
	MM Trans 119: If Option A is implemented to move fill dirt from south of Ramona Expressway to north, all construction management, staging and equipment parking areas shall be maintained in a location north of Ramona Expressway to avoid construction traffic driving through existing neighborhoods to get to existing signals, or causing traffic hazards by crossing at unsignalized locations.	Significant Impact	Prior to the issuance of the Grading permit	Transportation Department Building and Safety Department	Approval of a Traffic Control Plan Issuance of a Grading permit	Less than Significant with mitigation	
	MM Trans 120: If Option B is implemented, at least one lane of Ramona Expressway must remain open at all times during the construction of the over/under crossing. Traffic control plans shall be approved by the County prior to the issuance of encroachment permits for work within the right-of-way.	Significant Impact	Prior to the issuance of the Grading permit	Transportation Department Building and Safety Department	Approval of a Traffic Control Plan Issuance of a Grading permit	Less than Significant with mitigation	
	MM Trans 121: If the overcrossing (bridge) approach to Option B is implemented, bridge plans and specifications must include solid railings or other design features that would eliminate the risk of falling dirt and debris.	Significant Impact	Prior to approval of overcrossing plans	Transportation Department	Approval of a Traffic Control Plan and a Bridge Plan	Less than Significant with mitigation	
	MM Trans 122: Sight distance at the project entrance roadways shall be reviewed with respect to standard County of Riverside sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.	Significant Impact	Prior to the issuance of grading permits	Transportation Department	Approval of Street Improvement and grading Plans	Less than Significant with mitigation	
	MM Trans 123: Signing/stripping plans shall be provided to the County for review and approval in conjunction with detailed construction plans for the project on-site roads.	Significant Impact	Prior to the issuance of approval of street improvement plans	Transportation Department	Approval of Signing and Striping Plan	Less than Significant with mitigation	

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UTILITIES	Required regulations (SB 610, SB 221, General Plan policies (OS 1.1, OS 2.1, OS2.3, OS 2.4, OS 4.5, LU 5.3)) MM Util 1: To mitigate potential significant impacts to disruption of water supply due to lack of access by Metropolitan Water District’s (MWD) and/or Eastern Municipal Water District’s (EMWD) to existing facilities and rights-of-way within and immediately adjacent to the boundaries of the project, EMWD and MWD shall be allowed to maintain facilities, rights-of-way and access to their existing facilities at all times in order to repair and maintain these facilities. To avoid potential conflicts, preliminary engineering design drawings or improvement plans for any project activity, including but not limited to recreational facilities and storm drain plans, in an area which would impact one or more of these facilities or rights-of-way shall be submitted to EMWD or MWD, as appropriate, for approval to proceed. All submittals shall clearly delineate the respective water facility and rights-of-way.	Significant impact	Prior to the approval of any implementing project	EMWD and/or MWD	Water and Sewer Plans shall show EMWD and MWD easements and right-of-way.	Less than significant with regulatory compliance and mitigation	
	Required regulation (General Plan policies (S 4.10, OS 2.2, LU 5.2)) and Design Considerations (in accordance with RCFCWCD, SWPPP, WQMP) MM Util 2: To mitigate for potential traffic impacts along Ramona Expressway boring and tunneling techniques shall be used, if feasible, to construct the main storm drain channel which crosses under Ramona Expressway and is located west of Town Center Boulevard . If this construction method is found to be infeasible, MM Util 2a shall be implemented.	Significant impact	Prior to the issuance of a Grading permit for the channel	Transportation Department &/or Riverside County Flood Control District	Approval of Storm Drain Plan specifying boring/tunneling under Ramona Expressway	Less than significant with mitigation	
	MM Util 2a: Should crossing or open trenching through the Ramona Expressway be required as a part of the construction of the storm drain channel identified in MM Util 2, temporary traffic control measures including but not limited to, flagmen, temporary median barriers, or realigned roadway segments shall be used to maintain two-way traffic at all times. A traffic control plan shall be submitted for approval to RCFCWCD and County Transportation Department with the construction documents for the channel.	Significant impact	Prior to the issuance of a Grading permit	Transportation Department &/or Riverside County Flood Control District	Approval of Traffic Control Plan	Less than significant with mitigation	

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	MM Util 3: To avoid potential significant flooding or water quality impacts which would result if the necessary phased stormdrain system facilities were not in place, interim/temporary and/or final/permanent facilities shall be constructed to alleviate flooding and water quality impacts associate with each proposed phase of development. At the time of tract map approval, the storm drain system requirements must be identified and submitted to RCFCWCD and the County Planning Department for approval.	Significant impact	Prior to the approval of tentative tract map for each implementing project	Riverside Flood Control District Planning Department	The Storm Drain Plan shall be submitted to Riverside Flood Control District & Planning Department for approval	Less than significant with mitigation	
	MM Util 3a: In the event the applicant widens Ramona Expressway, storm flows discharged from culverts on the north side of Ramona Expressway east of Towne Center Parkway will be spread out by mitigation structures constructed in accordance with Riverside County Flood Control and Water Conservation District standards in an effort to duplicate the existing drainage pattern.	Significant impact	Prior to widening of Ramona Expressway	Riverside Flood Control District Planning Department	The Storm Drain Plan shall be submitted to Riverside Flood Control District & Planning Department for approval	Less than significant with mitigation	
	Required regulations (Title 24, SB 1305, General Plan policies (LU 5.2, 5.4), SCE’s policy and extension rules) MM Util 4: Prior to recordation of a final map by the County, the current or subsequent project applicant shall construct, or enter into an agreement and post security, in a form and amount acceptable to the Building and Safety Department, guaranteeing the undergrounding of proposed utility distribution lines in conformance with applicable County standards and the County’s Capital Improvement Policy.	Significant impact	Prior to the approval of the Prior to recordation of Final Map	Building & Safety Department	Posting of Bonds	Less than significant with mitigation	
	MM Util 5: Tentative Tract maps shall be conditioned to require that all electrical service lines (excluding transmission lines) serving development within the project will be installed underground. This includes existing service facilities that may have to be relocated temporarily during grading.	Significant impact	Prior to the approval of tentative tract map for each implementing project	Planning Department	Approval of Tentative Tract Map and/or Utility Plan	Less than significant with mitigation	
	MM Util 6: The contractor shall temporarily relocate existing overhead facilities, as necessary to maintain service, while grading and installing the new underground system is underway.	Significant impact	Prior to the issuance of a Grading Permit	Building & Safety Department	The Grading plans shall indicate existing and temporary overhead lines necessary to maintain service	Less than significant with mitigation	
	Required regulations (General Plan policies(LU 5.2), SCGC’s policy and extension rules) MM Util 7: Gas service shall remain available to all existing customers during construction of new and replacement gas lines within the project site.	Significant impact	Prior to the issuance of a Grading Permit	Building & Safety Department	Grading plans shall indicate existing gas lines that will assure service is maintained to existing customers	Less than significant with mitigation	

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	MM Util 8: To assure that SCGC facilities are secure, access is maintained, and grading does not because a hazardous situation, a chain link fence (or as approved by the Planning Department) shall be installed around the existing pressure control facility located on Davis Road. Truck access shall be provided by the developer to the 36-inch line and the pressure control facility to the satisfaction of SCGC. Any grading done within the transmission easement shall require a “permission to grade” letter from SCGC after review of final grading plans and prior to County issuance of a grading permit.	Significant impact	Prior to County acceptance to vacate Davis Road or grading permits in that area, whichever occurs first	The Project Proponent, Transportation Department and Building & Safety	Developer to provide to County "permission to grade" letter from SCGC indicating that all requirements of this mitigation measure are satisfied	Less than significant with mitigation	
	Required regulations (AB 939, AB 1327, General Plan polices (OS 13.1, AQ 5.1)) MM Util 9: The project proponent shall make every effort feasible to recycle, reuse, and/or reduce the amount of construction and demolition materials (i.e., concrete, asphalt, wood, etc.) generated by development of the project that would otherwise be taken to a landfill. This diversion of waste must exceed a 50 percent reduction by weight. The project shall use complete the Riverside County Waste Management Department Construction and Demolition Waste Diversion Program – Form B or and Form C process as evidence to ensure compliance. Form B – Recycling Plan must be submitted and approved by the Riverside County Waste Management Department and provided to the Department of Building and Safety prior to the issuance of building permits. Form C- Reporting Form must be approved by the Riverside County Waste Management Department and submitted to the Department of Building and Safety prior to the issuance of certificate of occupancy/final inspection. This evidence shall be presented by the developer to the Planning/Recycling Division of the Riverside County Waste Management Department in order to clear the project.	Significant impact	Form B prior to Building Permit Issuance Form C prior to the issuance of Final Inspection	Planning Department/ Recycling Division	Verification of programs shall be submitted	Less than significant with mitigation	
	MM Util 10: The Homeowners Association established for the proposed development shall establish green waste recycling through its yard maintenance or waste hauling contracts. Green waste recycling includes such things as grass recycling (where lawn clippings from a mulching-type mower are left on the lawn) and on- or off-site composting. This measure shall be implemented to reduce green waste going to landfills. If such services are not available through the yard maintenance or waste haulers in the area, the HOA shall provide individual homeowners with information about ways to recycle green waste individually and collectively. Homeowners shall be notified of such in the CC & Rs.	Significant impact	Prior to recordation of Final Map	Home Owners Association County Counsel	Verification of programs shall be submitted to County Planning	Less than significant with mitigation	

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	MM Util 11: To assure compliance with the California Solid Waste Reuse and Recycling Act of 1991 (AB 1327), which requires the local jurisdiction to require adequate areas for collecting and loading recyclable materials, prior to issuance of Building Permits for any multi-unit residential, commercial or industrial facilities, clearance from the Riverside County Waste management Department is needed to verify compliance with AB 1327 in terms of installation of recycling access areas at these facilities.	Significant	Prior to the issuance of building permits	Riverside County Waste Management Department	Verification of installation of recycling areas	Less than significant with mitigation	