

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

For the purpose of the proposed Project's traffic impact analysis, potential impacts to traffic and circulation are assessed for each of the conditions listed below (Urban Crossroads, 2014b, p. 1):

- Near-Term Construction conditions;
- Existing (2014) plus Project conditions (E+P);
- Existing plus Ambient Growth plus Project (EAP 2016);
- Existing plus Ambient Growth plus Project plus Cumulative (2016) Conditions (EAPC 2016);
- Horizon Year (2035) without Project; and
- Horizon Year (2035) with Project.

The Near-Term Construction conditions analysis determines the potential for Project construction-related traffic to result in an adverse effect to the local roadway system. Types of traffic anticipated during construction include employees traveling to/from the Project site as well as deliveries of construction materials to the Project site.

The Existing (2014) plus Project (E+P) analysis determines direct Project-related traffic impacts that would occur on the existing roadway system in the theoretical scenario of the Project being placed upon existing conditions. Existing conditions (2014) represents the baseline traffic conditions as they existing at the time the Project's applications were deemed complete by the County of Riverside. Because the Project is not expected to be fully built and occupied until at least December 2016, the E+P scenario is presented to disclose direct impacts as required by CEQA. (Urban Crossroads, 2014b, p. 3)

The Opening Year (2016) analysis includes an evaluation the Existing plus Ambient Growth plus Project (EAP 2016) traffic conditions. The EAP analysis is intended to identify the direct impacts associated solely with the development of the proposed Project based on the expected background growth within the study area. The Opening Year (2016) analysis also includes an evaluation of Existing plus Ambient Growth plus Project plus Cumulative Development (EAPC 2016) conditions to identify the Project's potential cumulative contribution to traffic impacts within the study area. (Urban Crossroads, 2014b, p. 3)

The Horizon Year (2035) conditions analysis is utilized to determine if improvements funded through local and regional transportation mitigation fee programs such as the TUMF program, Riverside County DIF program, or other approved funding mechanism (Community Facilities District, etc.) can accommodate the cumulative traffic at the target level of service (LOS) identified in the County General Plan. If the "funded" improvements can provide the target LOS, then the Project's payment into the TUMF and DIF is considered adequate cumulative mitigation as imposed through Conditions of Approval applied to the Project by the County. If other improvements are needed beyond the "funded" improvements (such as localized improvements to non-TUMF or non-DIF facilities), they are identified as such. (Urban Crossroads, 2014b, p. 3)

Refer to IS/MND Appendix K for a detailed discussion of the methodologies and assumptions for each analysis scenario, and a list of cumulative development projects considered in the analysis.

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Impact Analysis for Near-Term Construction Traffic Conditions

During the construction phase of the Project, traffic to-and-from the subject property would be generated by activities such as construction employee trips, delivery of construction materials, and use of heavy equipment. Vehicular traffic associated with construction employees would be minimal, much less than daily and peak hour traffic volumes generated during Project operational activities, and is not expected to result in a substantial adverse effect to the local roadway system. Deliveries of construction materials to the Project site would also have a nominal effect to the local roadway network; construction materials would be delivered to the site throughout the construction phase based on need and would not occur on an everyday basis. Heavy equipment would be utilized on the Project site during the construction phase. As most heavy equipment is not authorized to be driven on a public roadway, most equipment would be delivered and removed from the site via flatbed trucks. As with the delivery of construction materials, the delivery of heavy equipment to the Project site would not occur on a daily basis, but would occur periodically throughout the construction phase based on need. As previously described, all existing intersections in the Project's study area operate at acceptable LOS under Existing (2014) conditions with the exception of the La Sierra Av. / El Sobrante Rd. intersection (which operates at LOS "E" under existing conditions). The addition of temporary, Project-related construction traffic to this deficient intersection is not anticipated to contribute 50 or more peak hour trips. Accordingly, traffic generated by the Project's construction phase would not result in a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Impacts during the Project's construction phase would be less than significant.

Impact Analysis for Existing (2014) plus Project Traffic Conditions

For purposes of information disclosure, this subsection presents an analysis of existing traffic volumes plus traffic generated by the proposed Project (Existing plus Project, or E+P). The reason this particular analysis scenario is provided is to disclose the potential for direct impacts to the existing environment as required by CEQA. The E+P scenario rarely materializes as an actual scenario in the real world. The time period between the environmental baseline date and the date Project buildout occurs can often be a period of several years or more. In the case of the proposed Project, the time period estimated between existing conditions (2014) and estimated Project buildout (2016) is two (2) years. During this time period, conditions are not static. Other projects are being constructed, the transportation network is evolving, and traffic patterns are changing. Therefore the E+P scenario is very unlikely to materialize in real world conditions and thus does not accurately describe the environment that exists when a particular project is constructed and becomes operational. Regardless, the E+P scenario is evaluated to satisfy CEQA requirements to identify the Project's impacts to the existing environment.

The lane configurations and traffic controls assumed to be in place for E+P conditions are consistent with existing conditions (refer to Exhibit 3-1 of the Project's Traffic Impact Analysis in IS/MND Appendix K), with the exception of the Project driveways and those facilities assumed to be in place prior to or constructed by the Project to provide site access are also assumed to be in place for E+P conditions. (Urban Crossroads, 2014b, p. 53)

Intersection levels of service for E+P conditions are summarized in Table EA-36, *Existing (2014) plus Project Conditions Intersections Analysis*. As shown in Table EA-36, under E+P traffic conditions, all Project study area intersections would operate at acceptable LOS during peak hours with the exception of the La Sierra Av. / El Sobrante Rd. intersection, which operates at LOS "E" during PM Peak Hour Conditions. This intersection operated at LOS "E" under existing conditions (without

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Project traffic), and warrants a traffic signal (Urban Crossroads, 2014b, p. 30). However, the Project's contribution of more than 50 peak hour trips to this deficient intersection represents a cumulatively significant impact requiring mitigation (refer to Mitigation Measures M-TR-1 and M-TR-2). (Urban Crossroads, 2014b, p. 53)

For E+P conditions, there are no additional unsignalized study area intersections anticipated to warrant a traffic signal in addition to those previously warrant under Existing conditions (see Appendix "5.2" of the Traffic Impact Analysis in IS/MND Appendix K). (Urban Crossroads, 2014b, p. 53)

A queuing analysis was performed for the westbound and eastbound off-ramps at the SR-91 Freeway and La Sierra Avenue interchange to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the SR-91 Freeway mainline. Queuing analysis findings for E+P traffic conditions are presented in Table EA-37, *Peak Hour Off-Ramp Queuing Analysis for E+P Conditions*. Off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown on Table EA-37 and consistent with Existing traffic conditions, there are no potential queuing issues anticipated during the weekday AM or PM peak 95th percentile traffic flows for E+P traffic conditions. (Urban Crossroads, 2014b, pp 53 and 58)

Table EA-36 Existing (2014) plus Project Conditions Intersections Analysis

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		LOS		Acceptable LOS		
			Northbound				Southbound				Eastbound				Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	AM		PM	
1	La Sierra Av. / SR-91 WB Ramps	TS	2	3	0	0	3	1	0	0	0	1	1	1	14.6	18.7	B	B	D		
2	La Sierra Av. / SR-91 EB Ramps	TS	0	3	1	2	3	0	1	1	1	0	0	0	21.0	20.8	C	C	D		
3	La Sierra Av. / Indiana Av.	TS	2	3	1	2	3	1	2	2	1	2	2	d	38.4	37.4	D	D	D		
4	La Sierra Av. / Arizona Av.	TS	1	2	d	1	2	1	1	1	0	1	1	1>	41.7	18.2	D	B	D		
5	La Sierra Av. / Victoria Av.	TS	1	2	d	1	2	d	2	1	1	1	1	1	20.1	27.5	C	C	D		
6	La Sierra Av. / McAllister Pkwy.	TS	0	2	1	1	2	0	0	0	0	1	0	1	13.5	8.1	B	A	D		
7	La Sierra Av. / El Sobrante Rd.	AWS	0	2	0	1	1	0	0	1	0	0	1	0	19.0	37.8	C	E	D		
8	McAllister St. / Driveway 1	CSS	0	1	0	0	1	0	0	0	0	0	1	0	9.4	9.4	A	A	C		
8A	McAllister St. / Driveway 2	CSS	0	1	0	0	1	0	0	0	0	0	1	0	9.3	9.3	A	A	C		
9	McAllister St. / El Sobrante Rd.	CSS	0	0	0	1	0	d	1	1	0	0	2	0	18.4	26.2	C	D	D		
10	Driveway 3 / El Sobrante Rd.	CSS	0	0	0	0	1	0	0	1	0	0	1	0	15.4	14.5	C	B	D		
11	McAllister St. / "A" St.	--	Future Intersection												--	--	--	--	C		

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

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

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; > = Right-Turn Overlap Phasing; 1 = Improvement

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

³ CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal; CSS = Improvement

Source: (Urban Crossroads, 2014b, Table 5-1)

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Table EA-37 Peak Hour Off-Ramp Queuing Analysis for E+P Conditions

Intersection	Movement	Stacking Distance (Feet)	95th Percentile Stacking Distance Required (Feet)		Acceptable? ¹	
			AM Peak Hour	PM Peak Hour	AM	PM
Existing (2014) Conditions						
La Sierra Av. / SR-91 WB Ramps	WBL	585	272	396	Yes	Yes
	WBLTR	1,210	295	384	Yes	Yes
	WBR	520	241	313	Yes	Yes
La Sierra Av. / SR-91 EB Ramps	EBL	1,615	288	321	Yes	Yes
	EBLTR	1,730	303 ²	568 ²	Yes	Yes
	EBR	480	147	523 ^{2,3}	Yes	Yes
Existing plus Project Conditions						
La Sierra Av. / SR-91 WB Ramps	WBL	585	278	410	Yes	Yes
	WBLTR	1,210	297	401	Yes	Yes
	WBR	520	241	320	Yes	Yes
La Sierra Av. / SR-91 EB Ramps	EBL	1,615	295	321	Yes	Yes
	EBLTR	1,730	309 ²	589 ²	Yes	Yes
	EBR	480	151	547 ^{2,3}	Yes	Yes

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking.

² 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

³ Although the 95th percentile queue length exceeds capacity, the total queue length of the ramp is anticipated to accommodate excess turn pocket queues and is not considered to result in any deficiencies.

(Urban Crossroads, 2014b, Table 5-2)

Impact Analysis for Opening Year (2016) Traffic Conditions

The Opening Year (2016) conditions analysis identifies the specific impacts associated solely with the development of the proposed Project based on the expected background growth within the study area (Existing plus Ambient Growth plus Project, or EAP). Cumulative development projects within the Project study area are not included within the EAP evaluation. As shown in Table EA-38, *Opening Year (2016) Intersection Analysis*, no additional intersections in the Project study area are projected to operate at unacceptable LOS during the AM and PM peak hours beyond those previously identified for Existing (2014) conditions. Therefore, implementation of the proposed Project would result in less-than-significant impacts to study area intersections under EAP conditions, assuming implementation of Mitigation Measures M-TR-1 and M-TR-2. (Urban Crossroads, 2014b, p. 61)

For EAP conditions, there are no additional unsignalized study area intersections anticipated to warrant a traffic signal in addition to those previously warrant under Existing conditions (see Appendix "6.2" to the Project's Traffic Impact Analysis in IS/MND Appendix K). (Urban Crossroads, 2014b, p. 61)

A queuing analysis was performed for the westbound and eastbound off-ramps at the SR-91 Freeway and La Sierra Avenue interchange to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the SR-91 Freeway mainline. Queuing analysis findings for EAP traffic conditions are presented in Table EA-39, *Peak Hour Off-Ramp Queuing Analysis for EAP (2016) Conditions*. Off-ramp lengths are consistent with the measured distance between the intersection and the freeway

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Table EA-38 Opening Year (2016) Intersection Analysis

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Existing (2014)				EAP (2016)				Acceptable LOS
															Delay ² (secs.)		LOS		Delay ² (secs.)		LOS		
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM	AM	PM	AM	PM	
La Sierra Av. / SR-91 WB Ramps	TS	2	3	0	0	3	1	0	0	0	1	1	1	14.4	18.1	B	B	15.4	19.7	B	B	D	
La Sierra Av. / SR-91 EB Ramps <td>TS</td> <td>0</td> <td>3</td> <td>1</td> <td>2</td> <td>3</td> <td>0</td> <td>1</td> <td>1</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>20.6</td> <td>20.2</td> <td>C</td> <td>C</td> <td>22.4</td> <td>22.6</td> <td>C</td> <td>C</td> <td>D</td>	TS	0	3	1	2	3	0	1	1	1	0	0	0	20.6	20.2	C	C	22.4	22.6	C	C	D	
La Sierra Av. / Indiana Av. <td>TS</td> <td>2</td> <td>3</td> <td>1</td> <td>2</td> <td>3</td> <td>1</td> <td>2</td> <td>2</td> <td>1</td> <td>2</td> <td>2</td> <td>d</td> <td>38.1</td> <td>36.5</td> <td>D</td> <td>D</td> <td>40.0</td> <td>39.2</td> <td>D</td> <td>D</td> <td>D</td>	TS	2	3	1	2	3	1	2	2	1	2	2	d	38.1	36.5	D	D	40.0	39.2	D	D	D	
La Sierra Av. / Arizona Av. <td>TS</td> <td>1</td> <td>2</td> <td>d</td> <td>1</td> <td>2</td> <td>1</td> <td>1</td> <td>1</td> <td>0</td> <td>1</td> <td>1</td> <td>1></td> <td>41.3</td> <td>16.6</td> <td>D</td> <td>B</td> <td>47.0</td> <td>21.3</td> <td>D</td> <td>C</td> <td>D</td>	TS	1	2	d	1	2	1	1	1	0	1	1	1>	41.3	16.6	D	B	47.0	21.3	D	C	D	
La Sierra Av. / Victoria Av. <td>TS</td> <td>1</td> <td>2</td> <td>d</td> <td>1</td> <td>2</td> <td>d</td> <td>2</td> <td>1</td> <td>1</td> <td>1</td> <td>1</td> <td>1</td> <td>19.4</td> <td>22.6</td> <td>B</td> <td>C</td> <td>20.8</td> <td>30.2</td> <td>C</td> <td>C</td> <td>D</td>	TS	1	2	d	1	2	d	2	1	1	1	1	1	19.4	22.6	B	C	20.8	30.2	C	C	D	
La Sierra Av. / McAllister Pkwy. <td>TS</td> <td>0</td> <td>2</td> <td>1</td> <td>1</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>1</td> <td>11.9</td> <td>6.9</td> <td>B</td> <td>A</td> <td>14.4</td> <td>8.7</td> <td>B</td> <td>A</td> <td>D</td>	TS	0	2	1	1	2	0	0	0	0	1	0	1	11.9	6.9	B	A	14.4	8.7	B	A	D	
La Sierra Av. / El Sobrante Rd. <td>AWS</td> <td>0</td> <td>2</td> <td>0</td> <td>1</td> <td>1</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>12.8</td> <td>35.4</td> <td>B</td> <td>E</td> <td>21.0</td> <td>38.5</td> <td>C</td> <td>E</td> <td>D</td>	AWS	0	2	0	1	1	0	0	1	0	0	1	0	12.8	35.4	B	E	21.0	38.5	C	E	D	
McAllister St. / Driveway 1 <td>CSS</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>--</td> <td>--</td> <td>--</td> <td>--</td> <td>9.4</td> <td>9.4</td> <td>A</td> <td>A</td> <td>C</td>	CSS	0	1	0	0	1	0	0	0	0	0	1	0	--	--	--	--	9.4	9.4	A	A	C	
McAllister St. / Driveway 2 <td>CSS</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>--</td> <td>--</td> <td>--</td> <td>--</td> <td>9.4</td> <td>9.4</td> <td>A</td> <td>A</td> <td>C</td>	CSS	0	1	0	0	1	0	0	0	0	0	1	0	--	--	--	--	9.4	9.4	A	A	C	
McAllister St. / El Sobrante Rd. <td>CSS</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>d</td> <td>1</td> <td>1</td> <td>0</td> <td>0</td> <td>2</td> <td>0</td> <td>15.9</td> <td>18.7</td> <td>C</td> <td>C</td> <td>19.2</td> <td>27.7</td> <td>C</td> <td>D</td> <td>D</td>	CSS	0	0	0	1	0	d	1	1	0	0	2	0	15.9	18.7	C	C	19.2	27.7	C	D	D	
Driveway 3 / El Sobrante Rd. <td>CSS</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>2</td> <td>0</td> <td>--</td> <td>--</td> <td>--</td> <td>--</td> <td>15.8</td> <td>14.9</td> <td>C</td> <td>B</td> <td>D</td>	CSS	0	0	0	0	1	0	0	1	0	0	2	0	--	--	--	--	15.8	14.9	C	B	D	
McAllister St. / "A" St. <td>--</td> <td colspan="12">Future Intersection</td> <td>--</td> <td>--</td> <td>--</td> <td>--</td> <td>--</td> <td>--</td> <td>--</td> <td>--</td> <td>C</td>	--	Future Intersection												--	--	--	--	--	--	--	--	C	

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

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

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; > = Right-Turn Overlap Phasing; = Improvement.

² Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control.

For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

³ CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal; CSS = Improvement.

(Urban Crossroads, 2014b, Table 6-1)

Table EA-39 Peak Hour Off-Ramp Queuing Analysis for EAP (2016) Conditions

Intersection	Movement	Stacking Distance (Feet)	95th Percentile Stacking Distance Required (Feet)		Acceptable? ¹	
			AM Peak Hour	PM Peak Hour	AM	PM
Existing (2014) Conditions						
La Sierra Av. / SR-91 WB Ramps	WBL	585	272	396	Yes	Yes
	WBLTR	1,210	295	384	Yes	Yes
	WBR	520	241	313	Yes	Yes
La Sierra Av. / SR-91 EB Ramps	EBL	1,615	288	321	Yes	Yes
	EBLTR	1,730	303 ²	568 ²	Yes	Yes
	EBR	480	147	523 ^{2,3}	Yes	Yes
EAP (2016) Conditions						
La Sierra Av. / SR-91 WB Ramps	WBL	585	293	432 ²	Yes	Yes
	WBLTR	1,210	337 ²	452 ²	Yes	Yes
	WBR	520	254	340	Yes	Yes
La Sierra Av. / SR-91 EB Ramps	EBL	1,615	307	336	Yes	Yes
	EBLTR	1,730	343 ²	628 ²	Yes	Yes
	EBR	480	171	584 ^{2,3}	Yes	Yes

¹ Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 feet of stacking.

² 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

³ Although the 95th percentile queue length exceeds capacity, the total queue length of the ramp is anticipated to accommodate excess turn pocket queues and is not considered to result in any deficiencies.

(Urban Crossroads, 2014b, Table 6-2)

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mainline. As shown on Table EA-39 and consistent with Existing traffic conditions, there are no potential queuing issues anticipated during the weekday AM or PM peak 95th percentile traffic flows for EAP traffic conditions. (Urban Crossroads, 2014b, pp. 61 and 67)

Impact Analysis for Opening Year (2016) plus Cumulative Conditions

Traffic within the Project study area from development projects that are approved and not yet constructed, along with developments that are currently in the process of entitlement, have been added to the Opening Year (EAP 2016) traffic volumes to represent Existing plus Ambient Growth plus Project plus Cumulative Development conditions (EAPC 2016). The purpose of this analysis is to determine if the Project in conjunction with nearby development projects has the potential to result in traffic impacts that are individually less than significant but considerable on a cumulative basis. This scenario includes Existing traffic volumes, an ambient growth factor of 4.04%, traffic from pending and approved but not yet constructed known development projects in the area and the addition of Project traffic. (Urban Crossroads, 2014b, p. 69)

The lane configurations and traffic controls assumed to be in place for EAPC traffic conditions are consistent with those shown previously on Exhibit 3-1 of the Project's Traffic Impact Analysis (IS/MND

Appendix K), with the exception of the Project driveways and those facilities assumed to be in place prior to or constructed by the Project or cumulative developments to provide site access are also assumed to be in place for EAPC traffic conditions. This includes the future "A" Street connection between McAllister Street and Van Buren Boulevard proposed to be developed by nearby cumulative developments. (Urban Crossroads, 2014b, p. 69)

Intersection levels of service for the Opening Year (2016) plus Cumulative Project conditions are summarized in Table EA-40, *Opening Year (2016) plus Cumulative Conditions Intersection Analysis*. As summarized in Table EA-40, under Opening Year (2016) Plus Cumulative traffic conditions (E+A+P+C), the following study area intersections are projected to operate at an unacceptable LOS during peak hours. Two of these intersections are located within the City of Riverside (Urban Crossroads, 2014b, p. 69):

- La Sierra Avenue/Indiana Avenue in the PM peak hour,
- La Sierra Avenue/Arizona Avenue in the AM peak hour; and

One of the intersections is located within the County of Riverside:

- McAllister Street/El Sobrante Road in the PM peak hour.

The proposed Project would contribute to, but would not directly cause, LOS deficiencies at these intersections. Accordingly, the intersections would experience significant cumulative impacts under Opening Year (2016) plus Cumulative traffic conditions (EAPC) and the Project's contribution to the impacts at these two intersections would be cumulatively considerable, because the Project would contribute more than 50 peak hour trips. Mitigation measures have been imposed on the Project to address these cumulative deficiencies (refer to Mitigation Measures M-TR-1 and M-TR-2). (Urban Crossroads, 2014b, Table 7-3)

Traffic signal warrants have been performed on unsignalized intersections that have not warranted a signal under Existing, E+P or EAP traffic conditions. For EAPC traffic conditions, the intersection of McAllister at El Sobrante Road appears to warrant a traffic signal in addition to those previously

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warranted under Existing, E+P or EAP traffic conditions (see Appendix "7.2" to the Project's Traffic Impact Analysis in IS/MND Appendix K). This is evaluated as a cumulative impact for which mitigation would be required (refer to Mitigation Measures M-TR 1 and M-TR-2). (Urban Crossroads, 2014b, p. 73)

Table EA-40 Opening Year (2016) plus Cumulative Conditions Intersection Analysis

#	Intersection	Traffic Control ³													Delay ² (secs.)		LOS		Acceptable LOS
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM	
			L	T	R	L	T	R	L	T	R	L	T	R					
1	La Sierra Av. / SR-91 WB Ramps	TS	2	3	0	0	3	1	0	0	0	1	1	1	18.1	32.5	B	C	D
2	La Sierra Av. / SR-91 EB Ramps	TS	0	3	1	2	3	0	1	1	1	0	0	0	26.2	39.7	C	D	D
3	La Sierra Av. / Indiana Av.	TS	2	3	1	2	3	1	2	2	1	2	2	d	54.2	73.5	D	E	D
4	La Sierra Av. / Arizona Av.	TS	1	2	d	1	2	1	1	1	0	1	1	1>	60.1	24.8	E	C	D
5	La Sierra Av. / Victoria Av.	TS	1	2	d	1	2	d	2	1	1	1	1	1	23.5	34.1	C	C	D
6	La Sierra Av. / McAllister Pkwy.	TS	0	2	1	1	2	0	0	0	0	1	0	1	23.4	15.6	C	B	D
7	La Sierra Av. / El Sobrante Rd.	AWS	0	2	0	1	1	0	0	1	0	0	1	0	25.3	39.5	D	E	D
8	McAllister St. / Driveway 1	CSS	0	1	0	0	1	0	0	0	0	0	1	0	9.6	9.9	A	B	C
8A	McAllister St. / Driveway 2	CSS	0	1	0	0	1	0	0	0	0	0	1	0	9.6	9.8	A	B	C
9	McAllister St. / El Sobrante Rd.	CSS	0	0	0	1	0	d	1	1	0	0	2	0	21.9	35.8	C	E	D
10	Driveway 3 / El Sobrante Rd.	CSS	0	0	0	0	1	0	0	1	0	0	2	0	16.3	15.8	C	C	D
11	McAllister St. / "A" St.	CSS	0	1	0	0	1	0	0	0	0	0	1	0	10.7	11.8	B	B	C

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

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

L = Left; T = Through; R = Right; d= Defacto Right Turn Lane; > = Right-Turn Overlap Phasing; 1 = Improvement

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

³ CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal; CSS = Improvement

Source: (Urban Crossroads, 2014b, Table 7-1)

A queuing analysis was performed for the westbound and eastbound off-ramps at the SR-91 Freeway and La Sierra Avenue interchange to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the SR-91 Freeway mainline. Queuing analysis findings for EAPC traffic conditions are presented in Table EA-41, *Peak Hour Off-Ramp Queuing Analysis for EAPC (2016) Conditions*. Off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown on Table EA-41 and consistent with Existing traffic conditions, there are no potential queuing issues anticipated during the weekday AM or PM peak 95th percentile traffic flows for EAPC traffic conditions. Worksheets for EAPC conditions off-ramp queuing analysis are provided in Appendix "7.3" of the Project's Traffic Impact Analysis (IS/MND Appendix K). (Urban Crossroads, 2014b, p. 73)

Impact Analysis for Horizon Year (2035) Conditions

The Horizon Year (2035) conditions analysis is utilized to determine if improvements anticipated in long-term planning documents such as the County General Plan are adequate to accommodate long-term cumulative traffic conditions at the target LOS, or if additional mitigation is necessary. The lane configurations and traffic controls assumed to be in place for Horizon Year conditions are consistent with those shown previously on Exhibit 3-1 of the Project's Traffic Impact Analysis (IS/MND Appendix K), with the exception of Project driveways and those facilities assumed to be constructed by the Project or cumulative developments to provide site access. This includes the future "A" Street connection between McAllister Street and Van Buren Boulevard proposed to be developed by nearby cumulative developments. (Urban Crossroads, 2014b, p. 77)

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Table EA-41 Peak Hour Off-Ramp Queuing Analysis for EAPC (2016) Conditions

Intersection	Movement	Stacking Distance (Feet)	95th Percentile Stacking Distance Required (Feet)		Acceptable? ¹	
			AM Peak Hour	PM Peak Hour	AM	PM
La Sierra Av. / SR-91 WB Ramps	WBL	585	369 ²	580 ²	Yes	Yes
	WBLTR	1,210	384 ²	598 ²	Yes	Yes
	WBR	520	276	472 ²	Yes	Yes
La Sierra Av. / SR-91 EB Ramps	EBL	1,615	374 ²	386	Yes	Yes
	EBLTR	1,730	405 ²	806 ²	Yes	Yes
	EBR	480	229	760 ²	Yes	Yes

- 1 Stacking Distance is acceptable if the required stacking distance is less than or equal to the stacking distance provided. An additional 15 fee of stacking.
 - 2 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
 - 3 Although the 95th percentile queue length exceeds capacity, the total queue length of the ramp is anticipated to accommodate excess turn pocket queues and is not considered to result in any deficiencies.
- (Urban Crossroads, 2014b, Table 7-2)

Intersection levels of service for the Horizon Year scenario are summarized in Table EA-42, *Horizon Year (2035) Intersection Analysis*. As shown in Table EA-42, under Horizon Year (2035) with Project traffic conditions, the following study area intersections (beyond those previously identified) are projected to operate at unacceptable LOS during peak hours (Urban Crossroads, 2014b, p. 77):

- La Sierra Avenue/Indiana Avenue (City of Riverside) in both the AM and PM peak hours;
- La Sierra Avenue / Victoria Avenue (City and County of Riverside) in the AM and PM peak hours; and
- McAllister Street/"A" Street (County of Riverside) in the PM peak hour.

The proposed Project would contribute to, but would not directly cause, LOS deficiencies at these intersections. Accordingly, the intersections would experience significant cumulative impacts to the above-listed intersections and the Project's contribution to the impacts at these intersections would be cumulatively considerable under Horizon Year (2035) traffic conditions because the Project would contribute more than 50 peak hour trips. Mitigation is required (refer to Mitigation Measures M-TR-1, M-TR-2, and M-TR-3).

Based upon the Traffic Signal Warrant Analysis performed by Urban Crossroads, the intersection of McAllister St. / "A" Street meets the minimum conditions under which the installation of a traffic signal might be warranted (in addition to those previously identified). However, meeting this condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. As such, although warranted, with implementation of other recommended improvements it is anticipated that the intersection of McAllister Street and "A" Street would operate at an acceptable LOS without the installation of a traffic signal. As such, a traffic signal has not been recommended at this intersection (Urban Crossroads, 2014b, p. 83). No traffic signals are required under Horizon Year (2035) traffic conditions beyond those identified for Existing, and Opening Year plus Cumulative conditions.

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Table EA-42 Horizon Year (2035) Intersection Analysis

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Without Project				With Project				Acceptable LOS		
			Northbound				Southbound				Eastbound				Delay ² (secs.)		LOS		Delay ² (secs.)		LOS				
			L	T	R		L	T	R		L	T	R		L	P	AM	PM	L	P	AM	PM			
1	La Sierra Av. / SR-91 WB Ramps	TS	2	3	0		0	3	1	0	0	0	0	1	1	1	22.8	36.2	C	D	23.9	39.4	C	D	D
2	La Sierra Av. / SR-91 EB Ramps	TS	0	3	1		2	3	0	1	1	1	0	0	0	0	35.2	52.3	D	D	37.4	54.0	D	D	D
3	La Sierra Av. / Indiana Av.	TS	2	3	1		2	3	1	2	2	1	2	2	d	68.9	121.4	E	F	70.1	128.7	E	F	D	
4	La Sierra Av. / Arizona Av.	TS	1	2	d		1	2	1	1	1	0	1	1	1>	57.3	32.7	E	C	67.9	34.7	E	C	D	
5	La Sierra Av. / Victoria Av.	TS	1	2	d		1	2	d	2	1	1	1	1	1	110.6	114.1	F	F	119.5	124.9	F	F	D	
6	La Sierra Av. / McAllister Pkwy.	TS	0	2	1		1	2	0	0	0	0	1	0	1	53.4	27.6	D	C	54.6	33.7	D	C	D	
7	La Sierra Av. / El Sobrante Rd.	AWS	0	2	0		1	1	0	0	1	0	0	1	0	59.3	67.2	F	F	59.6	67.3	F	F	D	
8	McAllister St. / Driveway 1	CSS	0	1	0	0		1	0	0	0	0	0	1	0	--	--	--	--	9.9	10.2	A	B	C	
8A	McAllister St. / Driveway 2	CSS	0	1	0	0		1	0	0	0	0	0	1	0	--	--	--	--	9.9	10.1	A	B	C	
9	McAllister St. / El Sobrante Rd.	CSS	0	0	0		1	0	d	1	1	0	0	2	0	>100.0	>100.0	F	F	>100.0	>100.0	F	F	D	
10	Driveway 3 / El Sobrante Rd.	CSS	0	0	0	0		1	0	0	1	0	0	2	0	--	--	--	--	77.5	>100.0	F	F	D	
11	McAllister St. / "A" St.	CSS	0	1	0	0		1	0	0	0	0	0	1	0	20.7	75.4	C	F	24.7	124.5	C	F	C	

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

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

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; > = Right-Turn Overlap Phasing; -- = Improvement

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

³ CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal; CSS = Improvement

Source: (Urban Crossroads, 2014b, Table 8-1)

A queuing analysis was performed for the westbound and eastbound off-ramps at the SR-91 Freeway and La Sierra Avenue interchange to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially "spill back" onto the SR-91 Freeway mainline. Queuing analysis findings are presented in Table EA-43, *Peak Hour Off-Ramp Queuing Analysis for Horizon Year (2035) Conditions*, for Horizon Year Without and With Project traffic conditions. Off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown on Table EA-43 and consistent with Existing traffic conditions, there are no potential queuing issues anticipated during the weekday AM or PM peak 95th percentile traffic flows for Horizon Year Without and With Project traffic conditions. Worksheets for Horizon Year Without and With Project conditions off-ramp queuing analysis are provided in Appendix "8.5" and Appendix "8.6", respectively, of the Project's Traffic Impact Analysis (IS/MND Appendix K). (Urban Crossroads, 2014b, p. 83)

Conclusion as to Significance After Mitigation

As shown in Table EA-44, *Level of Service With Mitigation for Horizon Year (2035) Conditions*, with implementation of Mitigation Measures M-TR-1 through M-TR-8, the Project's cumulative impacts to study area intersections would be reduced to below a level of significance.

b) According to Exhibit 2-1 of the Riverside County Transportation Commission (RCTC) Congestion Management Program (CMP), the only facilities that are identified as part of the CMP roadway system within the Project's study area (i.e., where the Project would contribute 50 or more peak hour trips) is the intersection of La Sierra Avenue at SR-91 westbound and eastbound ramps (RCTC, 2011, Exhibit 2-1). As indicated in Table EA-36 through Table EA-43, the Project would not cause or contribute to a deficient LOS at these on- and off-ramps during any study scenario. Additionally, the Project would not cause or contribute to any queuing deficiencies affecting the SR-91. Accordingly, impacts due to a conflict with the applicable congestion management plan would be less than significant, requiring no mitigation.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table EA-43 Peak Hour Off-Ramp Queuing Analysis for Horizon Year (2035) Conditions

Intersection	Movement	Stacking Distance (Feet)	95th Percentile Stacking Distance Required (Feet)		Acceptable? ¹	
			AM Peak Hour	PM Peak Hour	AM	PM
Without Project Conditions						
La Sierra Av. / SR-91 WB Ramps	WBL	585	415 ²	638 ²	Yes	Yes
	WBLTR	1,210	452 ²	678 ²	Yes	Yes
	WBR	520	342 ²	524 ²	Yes	Yes
La Sierra Av. / SR-91 EB Ramps	EBL	1,615	442 ²	433	Yes	Yes
	EBLTR	1,730	469 ²	881 ²	Yes	Yes
	EBR	480	338 ²	830 ²	Yes	Yes
With Project Conditions						
La Sierra Av. / SR-91 WB Ramps	WBL	585	428 ²	651 ²	Yes	Yes
	WBLTR	1,210	454 ²	685 ²	Yes	Yes
	WBR	520	342 ²	548 ²	Yes	Yes
La Sierra Av. / SR-91 EB Ramps	EBL	1,615	442 ²	433	Yes	Yes
	EBLTR	1,730	471 ²	904 ²	Yes	Yes
	EBR	480	349 ²	851 ²	Yes	Yes

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

2 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

3 Although the 95th percentile queue length exceeds capacity, the total queue length of the ramp is anticipated to accommodate excess turn pocket queues and is not considered to result in any deficiencies.

(Urban Crossroads, 2014b, Table 8-2)

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Table EA-44 Level of Service With Mitigation for Horizon Year (2035) Conditions

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
3	La Sierra Av. / Indiana Av. - without Project	TS	2	3	1	2	3	1>	2	2	1>	2	2	1>	43.0	51.6	D	D
	- with Project	TS	2	3	1	2	3	1>	2	2	1>	2	2	1>	43.1	54.4	D	D
4	La Sierra Av. / Arizona Av. - without Project ⁴	TS	1	2	d	1	2	1	1	1	0	1	1	1>	41.5	21.9	D	C
	- with Project ⁴	TS	1	2	d	1	2	1	1	1	0	1	1	1>	51.3	28.8	D	C
5	La Sierra Av. / Victoria Av. - without Project	TS	1	2	d	1	2	d	2	1	1	2	1	1>	48.0	46.0	D	D
	- With Project	TS	1	2	d	1	2	d	2	1	1	2	1	1>	54.0	54.5	D	D
7	La Sierra Av. / El Sobrante Rd. - without Project	TS	0	2	0	2	1	0	0	1	0	0	1	1>	33.3	45.7	C	D
	- with Project	TS	0	2	0	2	1	0	0	1	0	0	1	1>	39.8	54.1	D	D
9	McAllister St. / El Sobrante Rd. - without Project	TS	0	0	0	1	0	d	1	1	0	0	2	0	9.1	10.6	A	B
	- with Project	TS	0	0	0	1	0	d	1	1	0	0	2	0	9.9	14.2	A	B
10	Driveway 3 / El Sobrante Rd. - with Project ⁵	CSS	0	0	0	0	1	0	0	1	0	0	2	0	20.0	24.9	C	C
11	McAllister St. / "A" St. - without Project ⁶	CSS	0	1	0	0	1	0	0	0	0	0	1	0	10.4	16.1	B	C
	- with Project ⁶	CSS	0	1	0	0	1	0	0	0	0	0	1	0	11.2	20.4	B	C

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

1 When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. L = Left; T = Through; R = Right; d= Defacto Right Turn Lane; > = Right-Turn Overlap Phasing; 1 = Improvement

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

3 CSS = Cross-street Stop; AWS = All-Way Stop; TS = Traffic Signal; CSS = Improvement

4 Recommended improvement is to change the eastbound and westbound left turn phasing on Arizona Avenue from Protected to Protected / Permissive.

5 Recommended improvement consists of modification of the median in order to allow storage for two outbound left turning vehicles in order to facilitate crossing the eastbound and westbound traffic in two stages. In addition, signalization of the adjacent intersection of McAllister Street and El Sobrante Road will provide sufficient "gaps" in traffic in order to assist in southbound left turning movements.

6 Improvement consists of building out "A" Street to its ultimate cross-section width as a Collector (66-foot right-of-way) and not allowing for on-street parking along the northern side of "A" Street in the vicinity of the westbound approach in order to allow enough space for one right turning vehicle to queue at the approach. In addition, improvement includes the modification of McAllister Street to provide a median at the intersection in order to allow storage for two outbound left turning vehicles from "A" Street in order to facilitate crossing the northbound and southbound traffic in two stages.

(Urban Crossroads, 2014b, Table 8-3)

c & d) The Project site is not in the vicinity of any public or active private airfield and the Project does not include an air travel component (e.g., runway, helipad, etc.). Structures proposed by the Project site would be less than 40 feet in height as required by the Riverside County Zoning Ordinance NO. 348 for single-family residential structures, and would not interfere with air travel. Accordingly, the Project would not have the potential to affect air traffic patterns, including an increase in traffic levels or a change in flight path location that results in substantial safety risks. In addition, the Project site is not located near a railroad or navigable waterway and does not contain any rail or water components. Accordingly, the Project would not alter rail or waterborne traffic. No impact would occur.

e) The residential land uses proposed Project would be compatible with existing development in the surrounding area (refer to analysis under Issue Area 28, *Planning*, above); therefore,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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implementation of the Project would not create a transportation hazard as a result of an incompatible use. All roadway improvements planned as part of the Project would be in conformance with applicable Riverside County standards, and would not result in any hazards due to a design feature. Accordingly, impacts would be less than significant.

f) Implementation of the proposed Project would result in the establishment of several new roadways within the Project site that would require maintenance. Maintenance of the Project's roadways would not result in any significant impacts to the environment. Impacts associated with the physical construction of these roadways already are evaluated in appropriate sections of this Initial Study, and any identified significant impacts have been mitigated to the maximum feasible extent. The Project would contribute traffic to off-site public roadways; however, public roads require periodic maintenance as part of their inherent operational activities, and such maintenance would not result in substantial impacts to the environment. Public roadway maintenance would be funded through the Project developer's payment of Development Impact Fees (DIF) and future Project residents' payment of property taxes. Maintenance of roadways would not result in any new impacts to the environment beyond that which is already disclosed and mitigated by this Initial Study, and impacts would therefore be less than significant.

g) The proposed Project would not adversely and physically affect any existing roadways in the vicinity of the site during construction. The Project would construct three connections to the existing roadway network, and all construction traffic would enter the Project site via these three connections. Surrounding roadways would have sufficient capacity to accommodate construction vehicle traffic traveling to and from the site as discussed in detail in the response to Threshold 43.a), above. Impacts would be less than significant.

h) The proposed Project would be required to comply with Riverside County Ordinance Nos. 460 & 461, which regulate access road provisions. The requirement to provide adequate paved access to the Project site would be required as a condition of Project approval. Additionally, the proposed Project would not affect any roadways that provide emergency access under existing conditions. With required adherence to County requirements for emergency access, impacts would be less than significant.

i) The Riverside County General Plan does not identify the proposed Project site for any public transit facilities, bikeways, or pedestrian facilities, other than the planned Regional Trails as discussed above under the analysis of Threshold 42. As indicated under Threshold 42, the Project would be fully consistent with the General Plan's proposed trail alignments. There are no components of the proposed Project that would substantially decrease the performance or safety of any public transit facilities, bikeways, or pedestrian facilities. Accordingly, no impact would occur.

Mitigation:

M-TR-1 (90.TRANS.001) Prior to the issuance of any building permits, the Project Proponent shall make required per-unit fee payments associated with the Western Riverside County Transportation Uniform Mitigation Fees (TUMF), and the County of Riverside Development Impact Fee (DIF).

M-TR-2 (80.TRANS.3) Prior to the issuance of any building permits, the applicant shall approach the City of Riverside to pay standard traffic impact fees for intersections within the City limits which are impacted by the Project. The project proponent shall

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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pay the standard traffic impact fees in accordance with the fee schedule in effect at the time of building permit issuance. Receipt(s) and a letter for fees paid shall be provided to the County in order pull building permit(s).

- M-TR-3 (80.TRANS.11) Prior to the first building permit final inspection, the Project Applicant shall work with the County of Riverside to establish improvement fair-share fee program for improvements to the intersection of McAllister Street/Street "A" that ensures the construction of the following improvement, or comparable improvement that would allow the intersection to operate an acceptable LOS. The Project Proponent shall contribute a fair-share fee payment to the County of Riverside (Project's fair-share contribution is 8.6%) for the identified improvement.
- Provide space for a westbound defacto right turn movement by implementing signage disallowing on-street parking; and
 - Provide space on McAllister Street in the intersection for westbound left-turning vehicles to cross northbound and southbound traffic in two stages.

Monitoring:

- M-TR-1 Prior to issuance of the first building permit, the Riverside County Building and Safety Department shall ensure that appropriate fees have been paid in accordance with the Western Riverside County Transportation Uniform Mitigation Fees (TUMF) and the County of Riverside Development Impact Fee (DIF) programs.
- M-TR-2 Prior to the issuance of building permits, the Riverside County Building and Safety Department shall verify that the standard Traffic and Railroad Signal Mitigation Fee of \$190 per detached single family residential unit and the Transportation Impact Fee of \$525 per detached single family residential unit has been paid to the City of Riverside.
- M-TR-3 Prior to the issuance of the first building permit final inspection, the Project Applicant shall provide evidence to the Riverside County Building and Safety Department that appropriate fees have been paid or bonding for construction has been posted.

44. Bike Trails

☐	☐	☒	☐
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Source: LMWAP Figure 8 (Trails and Bikeways System); Project Application Materials, 2014)

Findings of Fact:

According to Figure 8 of the LMWAP (Trails and Bikeway Systems), there are no bicycle facilities planned in the Project vicinity. Although Class III bike lanes would be accommodated along El Sobrante Road, McAllister Street, and internal Project roadways, impacts associated with the construction of improvements to these roadways has been evaluated throughout this IS/MND, and where significant impacts have been identified, mitigation measures have been imposed to reduce impacts to a level below significant. There are no components of the proposed Project that would result in impacts associated with bike trails; accordingly, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITY AND SERVICE SYSTEMS Would the project				
45. Water				
a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐

Source: *Urban Water Management Plan*, Western Municipal Water District, 2010; Project Application Materials; *Water, Sewer and Recycled Water Facilities*, Albert A. Webb Associates, January 2015.

Findings of Fact:

a) The proposed Project would construct an on-site network of water pipes. The proposed Project can be served by off-site improvements as follows: a proposed 18-in diameter pipeline extension in El Sobrante Road and a 12-in diameter loop in McAllister Street northerly to Blackburn Road. The system is capable of meeting the residential fire flow demands of 1,500 gpm for 2 hours without other off-site improvements. No other water improvements are required as implementing facilities for the proposed Project. The proposed on-site improvements include a 12-inch diameter pipeline in Street 'A', 8-inch diameter pipelines within all other streets, a pipeline connection to El Sobrante Road through an easement to serve properties on Streets 'B' and 'C' and a connection in Street 'X' to the existing pipeline serving properties easterly of the proposed Project. Western Municipal Water District has given preliminary approval for these proposed facilities (Webb, 2015, pp. 2-6)

In addition to the water lines discussed above, the Project proposes recycled water facilities. Adjacent to the proposed Project site, there is an existing 24-in diameter transmission main in McAllister Street and an existing 20-inch diameter transmission main in El Sobrante Road. This system is served by the 1660' Pressure Zone with the existing Roosevelt Tank and supplied by the existing El Sobrante Pump Station. The connection points for the proposed Project are proposed at the tract entrances on McAllister Street and El Sobrante Road. One 8-inch diameter pipeline is proposed in the loop through the tract in Street 'W' and one 8-inch diameter in Street 'L' (Webb, 2015, pp. 4-1). The installation of water lines as proposed by the Project would result in physical impacts to the surface and subsurface of infrastructure alignments. These impacts are considered to be part of the Project's construction phase and are evaluated throughout this Initial Study accordingly. In instances where significant impacts have been identified for the Project's construction phase, mitigation measures are recommended in each applicable subsection of this Initial Study to reduce impacts to less-than-significant levels. The construction of water lines as necessary to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this Initial Study. Accordingly, additional mitigation measures beyond those identified throughout this Initial Study would not be required.

b) As detailed in the Water, Sewer and Recycled Water Facilities report prepared for the proposed Project, average daily water demand for the proposed Project is estimated to be 310,080 gallons per day (GPD), Maximum Daily Demand (MDD) is estimated to be 542,640 GPD, and peak hour demand is estimated to be 646 gallons per minute (Webb, 2015, Table 2-1). The total average

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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daily demand for recycled water is estimated to be 15,909 GPD and Peak Hour Demand is estimated to be 91 gallons per minute (Webb, 2015, Table 4-1)

The Project is located within the service area of the Western Municipal Water District (WMWD), within the WMWD's Riverside Service Area. WMWD has prepared an Urban Water Management Plan (UWMP) dated June 2011, which provides a detailed account of current and projected WMWD water supplies and demands under a variety of climactic conditions. The UWMP is herein incorporated by reference and available for review at WMWD headquarters located at 14205 Meridian Parkway Riverside, CA 92518, or online at:

<http://www.wmwd.com/DocumentCenter/Home/View/437><http://www.wmwd.com/DocumentCenter/Home/View/437>.

Based on information presented in the UWMP, WMWD is projected to have sufficient water supplies to meet demand within its service area during all climactic conditions (normal year, single-dry year, and multiple-dry years) until at least 2035. (The year 2035 is the horizon year for the UWMP, meaning the UWMP's analysis does not extend beyond 2035.) WMWD also is projected to have a water surplus during all climactic conditions until at least 2035. (WMWD, 2010, pp.5.-2 - 5-4)

The supply and demand projections in the UWMP are based, on build-out of the Riverside County General Plan (WMWD, 2010, p.1-6). As previously described, if the Project site were developed in accordance with its existing General Plan land use designations, the Lake Ranch property would be developed with up to 233 dwelling units and approximately 177,000 square feet of commercial retail uses. However, the Project proposes to develop the subject property with 272 single-family dwelling units, which would have a reduced demand for water resources as compared to the site's existing General Plan land use designations. As such, implementation of the Project would not result in demand for water that was unanticipated by WMWD in its UWMP. Accordingly, the WMWD is projected to have sufficient water supplies available to serve the Project from existing entitlements and resources, and no new or expanded entitlement are needed to serve the Project's and WMWD's existing obligations. Furthermore, a "Will-Serve" letter from WMWD was provided to the Project applicant on August 26, 2015 indicating that WMWD will provide water, sewer, and recycled water services to the proposed Project upon satisfaction of certain conditions (WMWD, 2015). Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

46. Sewer

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

☐ ☐ ☒ ☐

b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

☐ ☐ ☒ ☐

Source: (WMWD, 2014b; WMWD, 2014a; WMWD, 2011; Project Application Materials)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact:

a) The proposed Project would construct an on-site network of sewer pipes and one sewage lift station. As detailed in the Project's *Water, Sewer and Recycled Water Facilities Report*, to provide sewer service to the proposed Project, a connection is proposed to an existing 8-inch gravity main in Avocado Way at McAllister Street. 1,134 linear feet of existing 8-inch sewer mains in Willow and Avocado would be replaced by 10-inch sewer mains. An on-site lift station would be required to provide sewer service to 79 lots at the northern end of the Project site. The proposed Lift Station will require a 4-in diameter forcemain pipeline. The In-tract sewer system is proposed to consist of 8-inch diameter gravity mains and one 4-inch diameter forcemain (Webb, 2015, pp. 3-6). The installation of sewer lines as proposed by the Project would result in physical impacts to the surface and subsurface of infrastructure alignments. These impacts are considered to be part of the Project's construction phase and are evaluated throughout this Initial Study accordingly. In instances where significant impacts have been identified for the Project's construction phase, mitigation measures are recommended in each applicable subsection of this Initial Study to reduce impacts to less-than-significant levels. The construction of sewer lines as necessary to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this Initial Study. Accordingly, impacts would be less than significant and additional mitigation measures beyond those identified throughout this Initial Study would not be required.

b) Sewer service to the Project site would be provided by WMWD. All wastewater flows from the Project site would be conveyed to the Western Riverside County Regional Wastewater Authority (WRCRWA) Wastewater Treatment Plant (WTP) for treatment. The WRCRWA WTP currently accepts approximately 6.5 million gallons per day (mgd) for treatment with a total capacity of 8.0 mgd. The WRCRWA WTP is currently under construction to expand its total treatment capacity to 14.0 mgd. (WMWD, 2014b; WMWD, 2014a)

The Project is estimated to generate 89,760 gallons of wastewater per day, based on Table 3-1, Wastewater Generation, of the *Water, Sewer and Recycled Water Facilities Report* prepared for the proposed Project (refer to IS/MND Appendix L). As described above, the facility that would treat the Project's wastewater flows, the WRCRWA WTP, has an excess treatment capacity of approximately 1.5 mgd and an expansion project to add an additional 6.0 mgd of treatment capacity is under construction. Implementation of the Project would utilize approximately 6.0 percent of the existing available, excess treatment capacity at the WRCRWA WTP, and 0.06% of the expanded capacity. Accordingly, the WRCRWA WTP would have sufficient capacity to treat wastewater generated by the Project in addition to existing commitments. With the exception of new on-site sewer conveyance lines and sewage lift station (as discussed above under the response to Issue 46(a)), the Project would not create the need for any new or expanded wastewater facility (such as conveyance lines, treatment facilities, or lift stations). Because there is adequate capacity at existing treatment facilities to serve the Project's projected sewer demand, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

47. Solid Waste

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

☐	☐	☒	☐
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
waste disposal needs?				
b) Does the project comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	☐	☐	☐	☒

Source: RCIP General Plan Environmental Impact Report, Riverside County, 2003; Countywide Disposal Tonnage Tracking System Disposal Reports – 2nd Quarter 2014 (April 1, 2014 – June 30, 2014), RCWMD, 2014; Estimating 2003 Building-Related Construction and Demolitions Materials Amounts, EPA, 2009; RCIP General Plan, County of Riverside, 2003; Solid Waste Information System (SWIS), CalRecycle, 2014.

Findings of Fact:

a) Construction and operation of the proposed Project would result in the generation of solid waste, requiring disposal at a landfill. Solid waste generated by the Project could be disposed at one of three landfill facilities in the County: Badlands, Lamb Canyon, and/or El Sobrante. Therefore, the analysis below evaluates the Project's potential to result in adverse impacts to these landfill facilities.

The Badlands Landfill has a permitted disposal capacity of 4,000 tons per day. The Badlands Landfill is estimated to reach capacity, at the earliest time, in the year 2024; however, future landfill expansion opportunities exist at this site (CalRecycle, 2014). During the second quarter of 2014, which is the most recent time period for which reporting data is available, the Badlands Landfill accepted approximately 223,302.39 tons of waste (approximately 2,481.1 tons per day), which corresponds to approximately 62-percent of its permitted daily disposal volume (RCWMD, 2014).

The Lamb Canyon Landfill has a permitted disposal capacity of 3,000 tons per day. The landfill is estimated to reach capacity, at the earliest, in the year 2021; however, future landfill expansion opportunities exist at this site (CalRecycle, 2014). During the second quarter of 2014, the Lamb Canyon Landfill accepted approximately 156,086.28 tons of waste (approximately 1,734.3 tons per day), which corresponds to approximately 58-percent of its permitted daily disposal volume (RCWMD, 2014).

The El Sobrante Landfill has a permitted disposal capacity of 16,054 tons per day. The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2045; however, future landfill expansion opportunities exist at this site (CalRecycle, 2014). During the second quarter of 2014, the El Sobrante Landfill accepted approximately 539,577.15 tons of waste (approximately 5,995.3 tons per day), which corresponds to approximately 37-percent of its permitted daily disposal volume (RCWMD, 2014).

Impact Analysis for Construction Solid Waste

Table EA-45, *Estimated Construction Solid Waste Generation*, provides an estimate of the amount of solid waste that can conservatively be estimated to occur on a daily basis during construction of the proposed Project. As indicated, construction waste generated by the Project would amount to approximately 22,389 pounds per day, or 11.2 tons per day. Total waste generated by construction activities over the 160 days of building construction would amount to approximately 3,582,240 pounds, or 1,791.1 tons. Using a conversion factor of 200 pounds of uncompacted solid waste per cubic yard, the 3,582,240 pounds of solid waste generated during the building construction phase of the Project is equal to approximately 17,911.2 cubic yards (EPA, 1994, Appendix C).

Table EA-45 Estimated Construction Solid Waste Generation

Land Use	Construction Rate ¹	Estimated Dwelling Unit Size	Solid Waste Generation Rate	Total	
				LBS/Day	Tons/Day
272 Dwelling Units	1.7 dwelling units/day	3, 000 s.f. ²	4.39 lb/s.f. ³	22,389	11.2

1. Based on information presented in IS/MND Section 3.2.1B, which indicates that building construction would occur over approximately 160 days. Using the building construction rate, the Project would be anticipated to construct an average of approximately 1.7 dwelling units per day (272 dwelling units ÷ 160 days = 1.7 dwelling units/day).
2. Estimated average dwelling unit size is based on the minimum lot size specified on TTM 36730 (60' x 90') and setbacks specified by TTM 36730 (i.e., 20-foot minimum front yard, 5-foot minimum side yards, and 10-foot minimum backyard). Application of these factors would result in a maximum double-story building measuring 50' x 60', or 3,000 s.f.
3. Source: (EPA, 2009)

Due to the Project's location, it can reasonably be anticipated that solid waste generated by the Project would most likely be disposed of at the Badlands, Lamb Canyon, and/or El Sobrante landfills. These landfills have a permitted daily disposal capacity of between 3,000 and 16,054 tons per day, and the Project's daily demand for construction waste disposal at buildout amounts to between 0.37% and 0.07% of the available daily disposal capacity at these landfills. Because the Project would generate a relatively small amount of solid waste, as compared to the permitted disposal capacities for the Badlands, Lamb Canyon, and El Sobrante landfills, these regional landfill facilities would have sufficient disposal capacity to accept solid waste generated by the Project. Impacts would be less than significant.

Impact Analysis for Long-Term Operational Solid Waste

Based on a waste generation factor of 0.41 tons per home per year as documented in the Riverside County General Plan EIR, the Project's proposed 272 homes would generate approximately 111.5 tons of waste per year, or approximately 0.3 tons per day (Riverside County, 2003b, Table 4.17-O)

Solid waste generated during long-term operation of the Project would be disposed at the Badlands, Lamb Canyon, and/or El Sobrante landfills. During long-term operation, the Project's solid waste would represent less than 0.01-percent of the daily permitted disposal capacity at the Badlands, Lamb Canyon, and El Sobrante landfills. These landfills receive well below their maximum permitted daily disposal volume and solid waste generated by the Project is not anticipated to cause these landfills to exceed their maximum permitted daily disposal volume. Because the Project would generate a relatively small amount of solid waste per day, as compared to the permitted daily capacities for the Badlands, Lamb Canyon, and El Sobrante landfills, these regional landfill facilities would have sufficient daily capacity to accept solid waste generated by the Project. Impacts would be less than significant.

Conclusion

Based on the analysis presented above, the proposed Project would be served by landfills with adequate capacity to accommodate the Project's solid waste needs during both construction and long-term operation. Although the Project would likely contribute to the ultimate need for landfill expansion as needed to accommodate future growth within Riverside County, such potential landfill expansions would not be the direct result of the proposed Project. Furthermore, any environmental impacts that could result from such landfill expansions cannot be determined at this time, as the environmental impacts would be evaluated as part of a future CEQA document prepared in support of future landfill expansion efforts. Accordingly, environmental impacts that may result from future landfill expansions are herein evaluated as speculative in nature (CEQA Guidelines §15145).

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

In order to assist the County of Riverside in achieving the mandated goals of the Integrated Waste Management Act, the Project Applicant would be required to work with future refuse haulers to develop and implement feasible waste reduction programs, including source reduction, recycling, and composting. Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Cal Pub Res. Code §42911), the Project would provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued. The implementation of these programs would reduce the amount of solid waste generated by the Project and diverted to landfills, which in turn would aid in the extension of the life of affected disposal sites. The Project would comply with all applicable solid waste statutes and regulations; as such, there would be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

48. Utilities

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

a) Electricity?	☐	☐	☒	☐
b) Natural gas?	☐	☐	☒	☐
c) Communications systems?	☐	☐	☒	☐
d) Storm water drainage?	☐	☐	☒	☐
e) Street lighting?	☐	☐	☒	☐
f) Maintenance of public facilities, including roads?	☐	☐	☐	☒
g) Other governmental services?	☐	☐	☐	☒

Source: RCIP General Plan, County of Riverside, 2003; Project Application Materials.

Findings of Fact:

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

Electricity, Natural Gas, and Communications Systems

Electrical service is currently available in the Project area and would be provided by Southern California Edison (SCE). Natural gas would be provided by Southern California Gas Company (SCGC) and communication systems would be provided by Verizon Communications (telephone) and Adelphia Cable (cable service). Electrical, natural gas, and communication systems facilities would be constructed in conjunction with implementation of the proposed Project, impacts for which are evaluated throughout this Initial Study. Where necessary, mitigation measures have been identified to reduce identified impacts to a level below significance. Accordingly, impacts due to the construction of new electrical facilities, natural gas lines, and communication systems as necessary to serve the Project are evaluated as less than significant.

Storm Water Drainage

The proposed Project would construct an on-site network of storm drains and water quality/detention basins to convey storm water flows. The proposed Project would not require the expansion of any off-site existing storm water drainage facilities, with exception of the off-site detention basin and associated drop inlet structure, which are evaluated as part of the Project's construction phase throughout this IS/MND.

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

Street Lighting

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

Public Facilities Maintenance

The only public facilities proposed by the Project that would require maintenance include public roadways. Public roadways would be maintained by Riverside County. There would be no impacts to the environment resulting from routine maintenance of public roads, water quality/detention basins, the park site, or sewage lift station. Accordingly, no impact would occur and mitigation is not required.

Other Governmental Services

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

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

49. Energy Conservation

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

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Source: Lake Ranch Greenhouse Gas Impact Analysis, Urban Crossroads, 2014b; Project Application Materials.

Findings of Fact: Project implementation would result in the conversion of the subject site from its existing, undeveloped condition to a residential community that would feature 272 single-family dwelling units, a park site, and open space. This land use transition would increase the site's demand for energy. Specifically, the proposed Project would increase consumption of energy for space and water heating, air conditioning, lighting, and operation of miscellaneous equipment and appliances.

As summarized in the Project's Greenhouse Gas Analysis (Appendix G to this Initial Study), the Project is estimated to require approximately 1,974,770 kilowatt-hours of electricity per year and approximately 7.985,370 kilo-British Thermal Units of natural gas per year (Urban Crossroads, 2015b). Planning efforts by energy resource providers take into account planned land uses to ensure the long-term availability of energy resources necessary to service anticipated growth. Energy demands associated with the proposed Project are addressed through long-range planning by energy purveyors and can be accommodated as they occur. Therefore, Project implementation is not anticipated to result in the need for the construction or expansion of existing energy generation facilities, the construction of which could cause significant environmental effects.

Furthermore, the State of California regulates energy consumption under Title 24 of the California Code of Regulations. The Title 24 Building Energy Efficiency Standards were developed by the CEC and apply to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential and non-residential buildings. Adherence to these efficiency standards would result in a "maximum feasible" reduction in unnecessary energy consumption. Furthermore, and pursuant to Mitigation Measure M-AQ-1, the Project would be required to achieve a minimum 10% increase in energy efficiencies beyond 2013 California Building Code Title 24 performance standards. As such, the development and operation of the proposed Project would not conflict with applicable energy conservation plans, and impacts would be less than significant.

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

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

MANDATORY FINDINGS OF SIGNIFICANCE

50. Does the project have the potential to substantially

☐	☐	☒	☐
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degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Source: Staff review, Project Application Materials

Findings of Fact: As indicated in the discussion and analysis of Wildlife & Vegetation (IS/MND Section 7.), and assuming the implementation of Mitigation Measures M-BI-1 through M-BI-8, impacts to biological resources would be reduced to a level below significance. As indicated in the discussion of Historical and Archaeological Resources (IS/MND Sections 8. and 9.), the Project site is undeveloped under existing conditions, and does not contain any important examples of the major periods of California history or prehistory, including archaeological or historical resources. Therefore, the proposed Project, with implementation of mitigation measures, would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant.

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 51. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)? | ☐ | ☒ | ☐ | ☐ |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Source: Staff review, Project Application Materials

Findings of Fact: Implementation of the proposed Project would result in cumulatively considerable effects associated with biological resources and transportation/traffic. These potentially significant effects have been evaluated and disclosed in IS/MND Sections 7 (Wildlife & Vegetation) and 43 (Circulation). Cumulative impacts to wildlife/vegetation and circulation were evaluated as potentially significant, but would be reduced to less-than-significant levels with the incorporation of the mitigation measures specified in Sections 7 and 43 of this Initial Study. There are no other cumulatively considerable impacts associated with the proposed Project that are not already evaluated and disclosed throughout this IS/MND.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 52. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☐ | ☒ | ☐ |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source: Staff review; Project Application Materials

Findings of Fact: The Project's potential to result in substantial adverse effects on human beings has been evaluated throughout this IS/MND (e.g., Air Quality, Geology/Soils, Noise, etc.). Where

potentially significant impacts are identified, mitigation measures have been imposed on the Project to reduce these adverse effects to a level below significance. There are no components of the proposed Project that could result in substantial adverse effects on human beings that are not already evaluated and disclosed throughout this IS/MND. Accordingly, no additional impacts would occur.

VI. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). In this case, a brief discussion should identify the following:

Earlier Analyses Used, if any: 2003 Riverside County General Plan EIR (Riverside County, 2003b)
None

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

VII. AUTHORITIES CITED

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

VII. REFERENCES

The following documents were referred to as information sources during the preparation of this document.

Cited As:

- | | |
|-------------------------|---|
| BFSA, 2015a | Brian F. Smith and Associates, 2015. <i>Phase I and II Cultural Resource Report for the Lake Ranch Project</i> . February 10, 2015. (Appendix E1) |
| BFSA, 2015b | Brian F. Smith and Associates, 2015. <i>Paleontological Resource Impact Assessment for the Lake Ranch Project Site</i> . March 11, 2014. (Appendix E2) |
| CalRecycle, 2014 | CalRecycle, 2014. <i>Solid Waste Information System (SWIS)</i> . Web Site. Available on-line at: http://www.calrecycle.ca.gov/SWFacilities/Directory/SearchList/List?COUNTY=Riverside |
| CDC, 2012a | California Department of Conservation, 2012a. <i>Riverside County Important Farmland 2010, Sheet 1 of 3</i> . January 2012. Available on-line at: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/riv10_west.pdf |
| CDC, 2012b | California Department of Conservation, 2012b. <i>Riverside County Williamson Act FY 2008/2009, Sheet 1 of 3</i> . 2012. Available on-line at: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/riverside_w_08_09_WA.pdf |
| City of Riverside, 2007 | City of Riverside, 2007. <i>Riverside General Plan 2025</i> . November 2007. Available on-line at: http://www.riversideca.gov/planning/gp2025program/general-plan.asp |

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
CNS, 2015	CNS Environmental, Inc. <i>Final Air Clearance</i> , January 1, 2015. (Appendix H3)				
Environ, 2013	ENVIRON International Corporation, 2013. <i>Phase I Environmental Site Assessment and Limited Phase II Subsurface Investigation for Lake Ranch</i> . September 2013. (Appendix H2)				
EPA, 1994	United States Environmental Protection Agency, 1994. <i>Waste Prevention, Recycling, and Composting Options: Lessons from 30 US Communities, Appendix C: Waste Generation Calculations</i> . February 1994. Available on-line at: http://www.epa.gov/epawaste/conserve/downloads/recy-com/appdx_c.pdf				
EPA, 2009	United States Environmental Protection Agency, 2009. <i>Estimating 2003 Building-Related Construction and Demolition Materials Amounts</i> . March 2009. Available on-line at: http://www.epa.gov/osw/conserve/imr/cdm/pubs/cd-meas.pdf				
FEMA, 2014	Federal Emergency Management Agency, 2014. <i>FEMA Web Site</i> . Web Site. Available on-line at: http://msc.fema.gov/portal				
Firesafe, 2014	Firesafe Planning Solutions, 2014. <i>Lake Ranch Fire Behavior Report Fuel Modification Design Guidelines</i> . December 15, 2014. (Appendix H1)				
Google Earth, 2015	Google Earth, 2015. <i>Google Earth Aerial Photography</i> .				
Google Maps, 2015	Google Maps, 2015. <i>Google Maps</i> .				
MDS, 2014a	MDS Consulting, 2015a. <i>Hydrology Report for Tract No. 36730, Onsite and Offsite Hydrology Study</i> . July 31, 2015. (Appendix I1)				
MDS, 2014b	MDS Consulting, 2015b. <i>Project Specific Water Quality Management Plan</i> . August 3, 2015. (Appendix I2)				
MDS, 2014c	MDS Consulting, 2015. <i>Tentative Tract Map No. 36730</i> . 2015.				
MDS, 2014d	MDS Consulting, 2014d. <i>Off-site Detention Basin Grading Estimate</i> . 2014.				
PCR, 2014	PCR Services Corporation, 2014. <i>Results of Focused Burrowing Owl Surveys for the Lake Ranch Project, Unincorporated Riverside County, California</i> . May 21, 2014. (Appendix D2)				
PCR, 2015a	PCR Services Corporation, 2015a. <i>Biological Resources Assessment Lake Ranch Project Lake Mathews Area, Unincorporated Riverside County, California July 2015</i> . (Appendix D1)				
PCR, 2015b	PCR Services Corporation, 2015b. <i>Determination of Biologically Equivalent or Superior Preservation</i> . November 2015. (Appendix D3)				
PCR, 2015c	PCR Services Corporation, 2015c. <i>Results of the Focused Burrowing Owl Surveys for the Lake Ranch Basin Study Area, Unincorporated Riverside County, California</i> . June 8, 2015. (Appendix D4)				
PCR, 2015d	PCR Services Corporation, 2015d. <i>Results of the Special-Status Plant Surveys for the Lake Ranch Off-Site Basin Area, Lake Mathews Area, Unincorporated Riverside County, California</i> . July 15, 2015. (Appendix D5)				
Petra, 2014	Petra Geotechnical, Inc., 2014. <i>Geotechnical EIR-Level Assessment Tentative Tract 36730, Lake Ranch Project</i> . October 27, 2014. (Appendix F1)				

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Petra, 2015	Petra Geotechnical, Inc., 2015. <i>Tentative Map Review, Tentative Map 36730, Lake Ranch Project</i> . September 18, 2015. (Appendix F2)				
RCTC, 2011	Riverside County Transportation Commission, 2011. <i>2011 Riverside County Congestion Management Program</i> . December 14, 2011. Available on-line at: http://www.rctc.org/uploads/media_items/congestionmanagementprogram.original.pdf				
RCWMD, 2014	Riverside County Waste Management Department, 2014. <i>Countywide Disposal Tonnage Tracking System Disposal Reports – 2nd Quarter 2014 (April 1, 2014 – June 30, 2014)</i> . October 14, 2014. Available on-line at: http://www.rivcowm.org/opencms/ab939/pdf/DisposalReportsPDFs/2014-2QTR-RCDisposalReports.pdf				
Riverside County, 2003a	Riverside County, 2003a. <i>County of Riverside General Plan</i> . October 2003. Available on-line at: http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx				
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APPENDIX B:

MITIGATION, MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
AIR QUALITY:				
6. AIR QUALITY IMPACTS The Project would not exceed regional criteria pollutant thresholds established by the SCAQMD, and impacts would be less than significant without mitigation; however, it should be noted that operational emissions values are based on a minimum 10% increase in energy efficiencies beyond 2013 California Building Code Title 24 performance standards, as required by M-AQ-1.	Less than Significant	M-AQ-1 (Condition of Approval 80.Planning.019) Prior to the issuance of building permits, the Project Applicant shall submit energy demand calculations to the County Planning Department demonstrating that the increment of the Project for which building permits are being requested would achieve a minimum 10% increase in energy efficiencies beyond 2013 California Building Code Title 24 performance standards. Representative energy efficiency/energy conservation measures to be incorporated in the Project would include, but would not be limited to, those listed below (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that would reduce energy consumption and promote energy conservation would also be acceptable): ▪ Increase in insulation such that heat transfer and thermal bridging is minimized. ▪ Limit air leakage through the structure and/or within the heating and cooling distribution system. ▪ Use of energy-efficient space heating and cooling equipment. ▪ Installation of electrical hook-ups at loading dock areas. ▪ Installation of dual-paned or other energy efficient windows. ▪ Use of interior and exterior energy efficient lighting that exceeds the incumbent California Title 24 Energy Efficiency performance standards. ▪ Installation of automatic devices to turn off lights where they are not needed. ▪ Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings. ▪ Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors. ▪ Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems.	Project Applicant/ County Planning Department	M-AQ-1 Prior to building permit issuance, the County Planning Department shall review the energy demand calculations to verify that the Project achieves a minimum 10% increase in energy efficiencies beyond 2013 California Building Code Title 24 performance standards.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
Emissions resulting from the Project construction would exceed criteria pollutant thresholds established by the SCAQMD for emissions of NOx (before mitigation). This is evaluated as a significant impact of Project construction for which mitigation (in the form of special construction equipment, restricted horsepower-hours per day, and limited truck haul distances/total number of trips per day) would be required. Implementation of MMs AQ2-AQ3, construction related emissions would be below the SCAQMD Regional Threshold and would be reduced to below a level of significance.	Less than Significant	- Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products. M-AQ-2 (Condition of Approval 60.Planning.025) The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust" by implementing the following dust control measures during construction activities." <u>Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust</u>, such as earth moving activities, grading, and equipment travel on unpaved roads. Prior to grading permit issuance, the County shall verify that the following notes are included on the grading plan. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors. - During grading activity, all construction equipment (>150 horsepower) shall be California Air Resources Board (CARB) Tier 3 Certified or better. The construction contractor shall keep a log of all horsepower demonstrating compliance with this requirement, and the log shall be made available for inspection by Riverside County upon request. - During construction activity, total horsepower-hours per day for all equipment shall not exceed 24,464 horsepower-hours per day. The construction contractor shall keep a log of all gas-powered equipment used during each day of construction, the number of hours each piece of equipment was used, and the total horsepower of all construction equipment used. These logs shall be made available for inspection by Riverside County upon request. - During grading and ground-disturbing construction activities, the construction contractor shall ensure that all unpaved roads, active soil stockpiles, and areas undergoing active ground disturbance within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete	Project Applicant/ Riverside County Building and Safety Department	M-AQ-2 Prior to grading or building permit issuance, the County shall verify that the required notes are included on grading plans. During construction activities, the construction contractor shall be responsible for compliance with the idling restriction. The construction contractor also shall allow for inspection by Riverside County staff or its designee to verify compliance.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
		coverage of disturbed areas by water truck, sprinkler system or other comparable means, shall occur in the mid-morning, afternoon, and after work has been completed for the day. - Temporary signs shall be installed on the construction site along all unpaved roads and/or unpaved haul routes indicating a maximum speed limit of 15 miles per hour (MPH). The signs shall be installed before construction activities commence and remain in place during the duration of vehicle activities on all unpaved roads unpaved haul routes. M-AQ-3 (Condition of Approval 60.Planning.026) Prior to issuance of grading permits, the Project Applicant shall identify a location for the importation of soil material. The County shall verify that a note is included on the grading plans indicating that two-way haul trips associated with any soil import activity shall be limited to the following: - If the haul site location is one mile or less from the Project site, then daily haul trips shall be limited to 923 two-way trips. - If the haul site location is three miles or less from the Project site, then daily haul trips shall be limited to 513 two-way trips. - If the haul site location is five miles or less from the Project site, then daily haul trips shall be limited to 350 two-way trips. - If the haul site location is ten miles or less from the Project site, then daily haul trips shall be limited to 204 two-way trips. - If the haul site location is 15 miles or less from the Project site, then daily haul trips shall be limited to 138 two-way trips. - If the haul site location is 20 miles or less from the Project site, then daily haul trips shall be limited to 102 two-way trips. These notes also shall be specified in bid documents issued to prospective construction contractors. The construction contractor shall keep daily logs of all soil import-related haul trips to and from the Project site, and shall make these logs available to County staff for inspection upon request.	Project Applicant, Construction Contractor / Riverside County Planning Department	M-AQ-3 Prior to grading permit issuance, the Project Applicant shall identify a location for the importation of material. The Riverside County Planning Department shall verify that the appropriate note(s) are included on the grading plans based on the distance between the Project site and the haul site. During construction activities, the construction contractor shall be responsible for compliance with the two-way trip restriction. The construction contractor also shall allow for inspection by Riverside County staff or its designee to verify compliance.
BIOLOGICAL RESOURCES:				
7.0 WILDLIFE AND VEGETATION				

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
The proposed Project has the potential to result in conflicts with applicable MSHCP policies, including provisions of MSHCP Section 6.1.2 through Section 6.1.4. Mitigation Measures M-BR-1, M-BR-2, M-BR-7, and M-BR-8 have been identified to ensure consistency with applicable provisions of the MSHCP.	Less than Significant	M-BR-1 (Condition of Approval 60.EPD.007, 80.EPD.001, 50.EPD.004) Due to the presence of least Bell's vireo in the avoided drainage located in the northeastern portions of the Project site (Drainage B), the following avoidance and minimization measures shall be adopted to avoid impacts to the species during construction and following completion of construction during the breeding season (approximately April 10 until July 31, depending on when the birds arrive from and depart to wintering areas): <u>Mitigation Prior to and During Construction</u> - Prior to the issuance of grading or building permits during the breeding season, a survey to determine the presence of potential nesting least Bell's vireo on-site shall be conducted by a qualified biologist three (3) days before any grading or ground disturbance activity commences in the vicinity of Drainage B during the breeding season, and all results shall be forwarded to the USFWS, CDFW, and the Riverside County Environmental Programs Department. - The qualified biologist shall identify a 300-foot avoidance buffer from the habitat in Drainage B for construction occurring during the breeding season. If work is required within 300-feet during the breeding season, the biologist shall monitor all work to ensure no impacts occur to the least Bell's vireo. Written documentation shall be prepared and submitted to CDFW, USFWS, and Riverside County Environmental Programs Department on completion of construction during the breeding season to outline any monitoring activities. - Construction limits in and around least Bell's vireo habitat associated with Drainage B shall be delineated with flags and/or fencing prior to the initiation of any grading or construction activities to clearly identify the limits of the habitat and/or the 300-foot avoidance buffer during the breeding season. - Prior to grading and construction, a training program shall be developed and implemented by the qualified biologist to inform all workers on the project about	Project Applicant/ Riverside County Environmental Programs Department, Riverside County Planning Department, Riverside County Building and Safety Department	M-BR-1 Prior to issuance of grading permits and building permit final inspection, the Riverside County Environmental Programs Department and Building and Safety Department shall ensure that all requirements related to construction or post-construction impacts have been fulfilled.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
		the listed species, its habitat, and the importance of complying with avoidance and minimization measures. A copy of the training materials shall be included in bid documents issued to prospective construction contractors. e. Prior to the issuance of grading or building permits, the County of Riverside Building and Safety Department shall ensure the following not is included on the grading and/or building plans: "All construction work shall occur during daylight hours. The construction contractor shall limit all construction-related activities that would result in high noise levels to between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May." This note also shall be specified in bid documents issued to prospective construction contractors. f. During any excavation and grading within or immediately adjacent to the 300-foot avoidance buffer for Drainage B, the construction contractors shall install properly operating and maintained mufflers on all construction equipment, fixed or mobile, to reduce construction equipment noise to the maximum extent possible. The mufflers shall be installed consistent with manufacturers' standards. The construction contractor shall also place all stationary construction equipment so that emitted noise is directed away from the least Bell's vireo habitat within Drainage B. The construction contractor shall keep logs demonstrating that all construction equipment utilizes properly maintained mufflers, and shall make these logs available to County staff for inspection upon request. g. The construction contractor shall stage equipment in areas that will create the greatest distance between construction-related noise sources and Drainage B during all Project construction occurring during the breeding season. To ensure this requirement is enforced, the construction contractor shall provide a map to the Riverside County Environmental Programs Department depicting the location of staging areas in		

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
		relation to Drainage B. The construction contractor also shall permit inspection by Riverside County staff upon request to verify compliance with this requirement. h. If the monitoring biologist determines that noise from the construction activities may be affecting the normal expected breeding behavior of the birds, the construction supervisor shall be informed and work within no less than 300 feet of construction areas shall be ceased until appropriate measures are implemented. This may include monitoring by a qualified acoustician to verify noise levels are below 60 decibels (dBA) within the least Bell's vireo habitat. If the 60 dBA requirement is exceeded the acoustician shall make operational changes, utilize technology to reduce construction noise such as mufflers, and/or install a barrier to alleviate noise levels during the breeding season. Installation of noise barriers and any other corrective actions taken to mitigate noise during the construction period shall be communicated to the USFWS, CDFW, and Riverside County Environmental Programs Department. i. If after all corrective actions are implemented the monitoring biologist determines that the normal expected breeding behavior of the birds is being affected, work within no less than 300 feet shall be ceased and the USFWS, CDFW, and Riverside County Environmental Programs Department shall be contacted to discuss the appropriate course of action. <u>Mitigation for Post-Construction Impacts</u> j. Prior to building permit final inspection, the Project Applicant shall demonstrate that cat-proof fencing has been installed at the perimeter of development adjacent to the open space for Drainage B. k. Access to the Drainage B open space area shall be restricted for conservation activities only. Prior to building permit final inspection, signs shall be installed prohibiting public access, including dogs.		

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
		l. Prior to building permit final inspection, the Riverside County Building and Safety Department shall ensure that all night lighting within development areas are directed away from the open space area associated with Drainage B (Lot 'M'). The Riverside County Building and Safety Department shall also verify that Project has been designed to minimize exterior night lighting while remaining compliant with local ordinances related to street lighting. Any necessary lighting (e.g., to light up equipment for security measures) shall be shielded or directed away from the habitat area in Drainage B and are not to exceed 0.5 foot-candles. Monitoring by a qualified lighting engineer (attained by the Project Applicant and subject to spot checking by Riverside County staff) shall be conducted as needed to verify light levels are below 0.5 foot-candles required within identified occupied least Bell's vireo habitat following construction. If the 0.5 foot-candles requirement is exceeded, the lighting engineer shall make operational changes and/or install a barrier to alleviate light levels during the breeding season. m. An awareness program shall be implemented to educate residents about the conservation values associated with the Drainage B open space. A copy of the awareness program shall be provided to the Riverside County Environmental Programs Department for review and approval. The approved awareness program literature shall be included in sales documentation for individual units and provided to each homeowner within the proposed development. M-BR-2 (Condition of Approval 60.EPD.004) Pursuant to Objective 6 and Objective 7 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan, within 30 days prior to initial grading or clearing activities, a qualified biologist shall conduct a survey of the Project site and make a determination regarding the presence or absence of the burrowing owl. The determination shall be documented in a report that shall be reviewed and approved by the County of Riverside prior to the issuance of a grading permit, subject to the following provisions:		M-BR-2 Prior to commencement of grading activities, the Riverside County Environmental Programs Department shall ensure that a pre-construction burrowing owl survey is completed within 30 days prior to initial grading or clearing activities, and shall enforce

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
		a) In the event that the pre-construction survey identifies no burrowing owls on the property, a grading permit may be issued without restriction. b) In the event that the pre-construction survey identifies the presence of at least one individual but less than three (3) mating pairs of burrowing owl, then grading permits shall be conditioned to avoid occupied burrows to the greatest extent feasible, following the guidelines in the Staff Report on Burrowing Owl Mitigation published by Department of Fish and Wildlife (March 7, 2012) including, but not limited to, conducting pre-construction surveys; avoiding occupied burrows during the nesting and non-breeding seasons; implementing a worker awareness program; biological monitoring; establishing avoidance buffers; and flagging burrows for avoidance with visible markers. If occupied burrows cannot be avoided, acceptable methods may be used to exclude burrowing owl either temporarily or permanently, pursuant to a Burrowing Owl Exclusion Plan that shall be prepared and approved by the County of Riverside Environmental Programs Department (EPD), in coordination with the CDFW. The Burrowing Owl Exclusion Plan shall be prepared in accordance with the guidelines in the Staff Report on Burrowing Owl Mitigation and the MSHCP. In accordance with the MSHCP, take of active nests shall be avoided. Passive relocation (i.e., the scoping of the burrows by a burrowing owl biologist and collapsing burrows free of young) shall occur when owls are present outside the nesting season. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. The EPD may require translocation sites for the burrowing owl to be created in the MSHCP reserve for the establishment of new colonies pursuant to MSHCP objectives for the species. Translocation sites, if required, shall be identified in consultation with EPD and/or CDFW taking into consideration unoccupied habitat areas, presence of burrowing mammals, existing colonies, and effects to other MSHCP Covered Species. If proximate alternate habitat is not present as determined by the biologist,		the identified requirements should any burrowing owl(s) be identified on-site.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
		active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit. c) In the event that the pre-construction survey identifies the presence of three (3) or more mating pairs of burrowing owl, the requirements of MSCHP Species-Specific Conservation Objectives 5 for the burrowing owl shall be followed. Objective 5 states that if the site (including adjacent areas) supports three (3) or more pairs of burrowing owls and supports greater than 35 acres of suitable Habitat, at least 90 percent of the area with long-term conservation value and burrowing owl pairs will be conserved onsite until it is demonstrated that Objectives 1-4 have been met. A grading permit shall only be issued, either: ▪ Upon approval and implementation of a property-specific Determination of Biologically Superior Preservation (DBESP) report for the burrowing owl by the CDFW; or ▪ A determination by the biologist that the site is part of an area supporting less than 35 acres of suitable Habitat, and upon passive or active relocation of the species following CDFW protocols. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol and shall only occur between September 15 and February 1. If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.		M-BR-7 Prior to issuance

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
		issuance of building permits, a final landscaping plan shall be submitted to the Riverside County Environmental Programs Department (EPD) for review. The EPD shall review the list of plant species to verify that none of the plant species listed in Table 6-2 of the MSHCP, <i>Plants That Should Be Avoided Adjacent to the MSHCP Conservation Area</i>, are identified in the landscape plans. M-BR-8 (Condition of Approval 60.EPD.006) Prior to issuance of grading permits, a habitat mitigation and monitoring plan (HMMP) shall be prepared to address mitigation for MSHCP Riparian/Riverine resources. The HMMP shall provide details as to the implementation of the mitigation, performance standards, maintenance, and future monitoring of the proposed Riparian/Riverine habitat restoration and enhancement. Prior to grading permit final inspection, compensatory mitigation for impacts to 1.16 acres of the MSHCP Riparian/Riverine Areas in on-site and off-site portions of Drainage A shall be provided at a minimum 2:1 ratio by creating and enhancing habitat, as set forth in the Project's Determination of Biologically Equivalent or Superior Preservation (DBESP) prepared by PCR Services Corporation and dated November 2015. The riparian mitigation shall satisfy compensatory mitigation required pursuant to regulatory permits (as required by Mitigation Measure M-BR-4) and Section 6.1.2 of the MSHCP (as required by Mitigation Measure M-BR-1). As summarized in IS/MND Table EA-17, Acres of Proposed Mitigation Type and Habitat Per Drainage, Project compensatory mitigation shall consist of the following: ■ enhancement to 0.27 acre of riparian habitat in Drainage A; ■ enhancement to 0.43 acre of riparian transition in Drainage A and enhancement to 0.29 acre of riparian transition in Drainage B (for a total of 0.72 acre of riparian transition enhancements); ■ enhancement to 0.09 acre of upland habitat within Drainage A and 0.71 acre of upland habitat in Drainage B (for a total of 0.80 acre of upland habitat enhancements); ■ creation of 0.07 acre of riparian habitat in Drainage A and creation of 0.05 acre of riparian habitat in Drainage B (for a total of 0.12 acre of riparian habitat creations); and		of building permits, the Riverside County Environmental Programs Department shall verify that the landscape plans do not contain any plant species listed in Table 6-2 of the MSHCP. M-BR-8 Prior to issuance of grading permits, the County Building and Safety Department shall verify that the required habitat mitigation and monitoring plan (HMMP) has been approved by the Riverside County Environmental Programs Department. Prior to grading permit final inspection, the Project Applicant shall provide evidence to the Riverside County Environmental Programs Department demonstrating that the required compensatory mitigation has been achieved.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE																																													
Implementation of the proposed Project has the potential to impact sensitive wildlife species, including the least Bell's vireo and burrowing owl. Mitigation Measures M-BR-1, M-BR-2, M-BR-3, M-BR-5, M-BR-6, and M-BR-8 have been identified to ensure that the Project would have less-than-significant impacts on sensitive wildlife species.	Less than Significant	creation of 0.64 acre of riparian transition in Drainage A and creation of 0.03 acre of riparian transition in Drainage B (for a total of 0.67 acre of riparian transition creations); <table border="1"> <thead> <tr> <th>Mitigation Type</th><th>Habitat Type</th><th>Drainage A</th><th>Drainage B</th><th>Total</th></tr> </thead> <tbody> <tr> <td>Enhancement</td><td>Riparian</td><td>0.27</td><td>0.43</td><td>0.70</td></tr> <tr> <td></td><td>Riparian/transition</td><td>0.09</td><td>0.71</td><td>0.80</td></tr> <tr> <td></td><td>Upland</td><td>0.79</td><td>1.00</td><td>1.79</td></tr> <tr> <td>Stakeout</td><td>Riparian</td><td>0.07</td><td>0.05</td><td>0.12</td></tr> <tr> <td>Creation</td><td>Riparian Transition</td><td>0.64</td><td>0.03</td><td>0.67</td></tr> <tr> <td></td><td>Upland</td><td>0.71</td><td>0.08</td><td>0.79</td></tr> <tr> <td>Stakeout</td><td></td><td>0.71</td><td>0.08</td><td>0.79</td></tr> <tr> <td>Total</td><td></td><td>1.38</td><td>1.18</td><td>2.56</td></tr> </tbody> </table> As specified for Mitigation Measure M-BR-1, M-BR-2, M-BR-3, M-BR-5, M-BR-6, and M-BR-8.	Mitigation Type	Habitat Type	Drainage A	Drainage B	Total	Enhancement	Riparian	0.27	0.43	0.70		Riparian/transition	0.09	0.71	0.80		Upland	0.79	1.00	1.79	Stakeout	Riparian	0.07	0.05	0.12	Creation	Riparian Transition	0.64	0.03	0.67		Upland	0.71	0.08	0.79	Stakeout		0.71	0.08	0.79	Total		1.38	1.18	2.56	Project Applicant/ Riverside County Environmental Programs Department, Riverside County Planning Department, Riverside County Building and Safety Department	As specified for Mitigation Measure M-BR-1, M-BR-2, M-BR-3, M-BR-5, M-BR-6, and M-BR-8.
Mitigation Type	Habitat Type	Drainage A	Drainage B	Total																																													
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A total of 0.57 acre of sensitive native communities would be impacted by the proposed Project, including 0.48 acre of arroyo willow scrub and 0.09 acre of black willow scrub	Less than Significant	M-BR-3 (Condition of Approval 60.EPD.006) Prior to issuance of grading permits, a habitat mitigation and monitoring plan (HMMP) for impacts to two sensitive native communities (arroyo willow scrub and black willow scrub) shall be prepared. The HMMP shall offset impacts to these habitats by focusing on the creation, enhancement, and/or restoration of riparian habitats within disturbed habitat areas of the Project site and/or off-site. The functions and values of the mitigation areas shall be equivalent or superior to the impacted habitat. The HMMP shall provide details as to the implementation of the mitigation, performance standards, maintenance, and future monitoring. Prior to grading permit final inspection, compensatory mitigation for impacts to the three sensitive native communities shall be provided at a 2:1 ratio for impacts to arroyo willow scrub and black willow scrub by creating, enhancing and/or restoring riparian habitat. Mitigation is proposed both on-site and off-site at an agency approved mitigation bank or land acquired for the purpose of mitigation. The riparian mitigation shall also satisfy compensatory mitigation required pursuant to regulatory		M-BR-3 Prior to issuance of grading permits, the County Building and Safety Department shall verify that the required habitat mitigation and monitoring plan (HMMP) has been approved by the Riverside County Environmental Programs Department. Prior to grading permit final inspection, the Project Applicant shall provide evidence to the Riverside County Environmental Programs Department demonstrating that the required compensatory mitigation has been achieved.																																													

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
The Project site has the potential to support songbird and raptor nests due to the presence of shrubs, ground cover, and limited trees on-site. Disturbing or destroying active nests is a violation of the Migratory Bird Treaty Act (MBTA, 16 U.S.C. 703 et seq.). In addition, nests and eggs are protected under Fish and Wildlife Code Section 3503. As such direct impacts to breeding birds (e.g. through nest removal) or indirect impacts (e.g. by noise causing abandonment of the nest) are considered a potentially significant impact for which mitigation would be required	Less than Significant	permits (as required by Mitigation Measure M-BR-4) and Section 6.1.2 of the MSHCP (as required by Mitigation Measure M-BR-8). Mitigation for impacts shall occur in one or more of the following ways: 1. Transplantation of arroyo willow scrub and black willow scrub habitat species from impact areas, if feasible; 2. Seeding of arroyo willow scrub and black willow scrub species, in addition to species associated with these habitat types; 3. Planting of container plants and/or stakes of arroyo willow and black willow species and/or other species associated with these habitat types; or 4. Salvage of duff and topsoil from impact areas and subsequent dispersal into the mitigation areas. M-BR-5 (Condition of Approval 60.EPD.005) Prior to the issuance of any grading permit that would remove potentially suitable nesting habitat for raptors or songbirds, the Project applicant shall demonstrate to the satisfaction of the County of Riverside that either of the following have been or will be accomplished. 1. Vegetation removal activities shall be scheduled outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to avoid potential impacts to nesting birds. 2. Any construction activities that occur during the nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors) will require that all suitable habitat be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement of clearing. If any active nests are detected a buffer of 300 feet (500 feet for raptors) around the nest adjacent to construction will be delineated, flagged, and avoided until the nesting cycle is complete. The buffer may be modified and/or other recommendations proposed as determined		M-BR-5 Prior to issuance of grading permits, the Riverside County Environmental Programs Department shall verify that either construction activities have been scheduled outside the nesting season, or that a pre-construction survey during the nesting season has taken place and that appropriate buffers have been established from any occupied nests.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
The Project has the potential to result in impacts associated with the movement of wildlife species. Mitigation Measure M-BR-6 has been identified to ensure that the Project would have less-than-significant impacts on the movement of wildlife species.	Less than Significant	M-BR-6 (Condition of Approval 10.Planning.010) Prior to building permit final inspection, the Project applicant shall demonstrate that payment of the MSHCP Local Development Mitigation Fee has occurred pursuant to Riverside County Ordinance No. 810. As specified for Mitigation Measure M-BR-6.	As specified for Mitigation Measure M-BR-6.	M-BR-6 Prior to building permit final inspection, the Riverside County Building and Safety Department shall verify payment of the MSHCP Local Development Mitigation Fee. As specified for Mitigation Measure M-BR-6.
The Project has the potential to impact California Department of Fish and Game jurisdictional features. Mitigation Measure M-BR-3 has been identified to ensure that the Project would have less-than-significant impacts on California Department of Fish and Game jurisdictional features.	Less than Significant	As specified for Mitigation Measure M-BR-3.	As specified for Mitigation Measure M-BR-3.	As specified for Mitigation Measure M-BR-3.
The Project has the potential to impact federally protected wetlands. Mitigation Measure M-BR-4 has been identified to ensure that the Project would have less-than-significant impacts on federally protected wetlands.	Less than Significant	As specified for Mitigation Measure M-BR-4.	As specified for Mitigation Measure M-BR-4.	As specified for Mitigation Measure M-BR-4.
CULTURAL RESOURCES:				
9. ARCHEOLOGICAL RESOURCES There is a potential that buried archaeological materials may be present. Thus, before mitigation the proposed project could have a potentially significant impact to archaeological resources.	Less than Significant	M-CR-1 (Condition of Approval 60.Planning.023) Prior to issuance of a grading permit, the Project Applicant shall prepare and submit to the County Archaeologist for review and approval a Cultural Resources Mitigation Monitoring and Reporting Program (CRMMPR). The CRMMPR shall include, but not necessarily be limited to, the following actions:	Project Applicant, Project Archaeologist, Construction Contractor / County Archaeologist	M-CR-1 Prior to issuance of any grading permits, the CRMMPR shall be reviewed and approved by the County Archaeologist. During ground-disturbing

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
		1) Prior to issuance of a grading permit, the Project Applicant shall provide written verification that a certified archaeologist has been retained to implement the monitoring program. This verification shall be presented in a letter from the Project archaeologist to the Riverside County Planning Department. 2) The Project Applicant shall enter into an agreement with the Pechanga Tribe to provide Native American monitoring during grading. The Native American monitor shall work in concert with the archaeological monitor to observe ground disturbances and search for cultural materials. 3) The certified archaeologist shall attend the pre-grading meeting with the contractors to explain and coordinate the requirements of the monitoring program. 4) During the original cutting of previously undisturbed deposits, the archaeological monitor(s) and tribal representative shall be on-site, as determined by the consulting archaeologist, to perform periodic inspections of the excavations. The frequency of inspections will depend on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The consulting archaeologist shall have the authority to modify the monitoring program if the potential for cultural resources appears to be less than anticipated. 5) Isolates and clearly non-significant deposits will be minimally documented in the field so the monitored grading can proceed. 6) In the event that previously unidentified cultural resources are discovered, the archaeologist shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. The archaeologist shall contact the lead agency at the time of discovery. The archaeologist, in consultation with the lead agency, shall determine the significance of the discovered resources. The lead agency must concur with the evaluation before		activities, the provisions of the CRMMP shall be implemented. Prior to grading permit final inspection, the report documenting the field and analysis results shall be provided to the Riverside County Planning Department.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
		construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the lead agency before being carried out using professional archaeological methods. If any human bones are discovered, the county coroner and lead agency shall be contacted. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant (MLD), as identified by the NAHC, shall be contacted in order to determine proper treatment and disposition of the remains. 7) Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The archaeological monitor(s) shall determine the amount of material to be recovered for an adequate artifact sample for analysis. 8) All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fees necessary for permanent curation. 9) A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the lead agency prior to the issuance of any building permits. The report will include DPR Primary and Archaeological Site Forms.		
GEOLOGY AND SOILS				
16. OTHER GEOLOGIC HAZARDS				
The Project site is subject to inundation due to the failure of the Lake Mathews Dam, including inundation resulting from seismically-induced seiches. A seismically-induced seiche within Lake Mathews when the dam basin is filled to	Less than Significant	M-GEO-1 (Condition of Approval XX-Planning-XXX) Prior to the issuance of a building permit, the County of Riverside shall verify the proper design of foundations and that hydrologic studies have been prepared that account for appropriate storm water runoff flows from potential failure of the Lake Mathews Dam.	Project Applicant/ Riverside County Building and Safety Department	M-GEO-1 Prior to the issuance of a building permit, the County of Riverside shall verify safety issues have been addressed through Project design.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
capacity could cause extensive flooding within most areas of the Project site.		M-GEO-12 (Condition of Approval 80.Planning.022) Prior to building permit final inspection, evidence shall be provided to the Riverside County Building and Safety Department that all home deeds include a disclosure about the Project site's location within a dam inundation hazard area. Additionally, as part of future home sale documentation, the Project Applicant shall provide each new homeowner a copy of the Federal Emergency Management Agency's informational brochure, entitled "Living with Dams: Know Your Risks (FEMA P-956)." Additionally, each new homeowner shall be provided with informational materials from the Riverside County Fire Department's Community Emergency Response Team (CERT), including information about CERT's role in helping communities address potential impacts due to natural and man-made hazards, and information relating to how future residents can become involved and undergo CERT training to assist the future residents of the community in the event of failure of the Lake Mathews Dam.	Project Applicant/ Riverside County Building and Safety Department	M-GEO-12 Prior to building permit final inspection, the Project Applicant shall provide evidence to Riverside County demonstrating that the disclosure has been provided on all deeds, and that the sales documentation includes the FEMA and CERT informational materials.
18. SOILS Based on the preliminary grading plan imported soil material may be required to establish the planned finished grade elevations. Depending on the source of the imported soil, it is possible that expansive soils may be incorporated into onsite fills and ultimately be exposed at finished grades within proposed building pad areas.	Less than Significant	M-GEO-23 (Condition of Approval 60.Planning.003) In the event that imported soil material is required to establish the design finished grades within the site, adequate control shall be provided prior to and during import operations to ensure that the imported soil material is compatible with onsite soils in terms of expansion potential. If, after completion of grading, it is determined that near-surface soils within building pad areas exhibit an elevated expansion potential, then grading plans shall demonstrate that the proper design of building foundations, floor slabs and exterior improvements are designed to alleviate the potential uplift forces that can develop in expansive soils.	Qualified Geotechnical Consultant/ Riverside County Building and Safety Department	M-GEO-23 A qualified geotechnical consultant shall be responsible for monitoring imported soils materials for their expansive potential. If soils are determined to contain expansive properties, then the Project's geologist shall ensure appropriate measures are incorporated to protect building foundations, floor slabs, and other exterior improvements.
GREENHOUSE GAS EMISSIONS				
21. GREENHOUSE GASES Implementation of the proposed Project has the potential to generate greenhouse gases that would impact the environment. Mitigation measures M-GG-1 through M-GG-2 have been identified to ensure that the Project would achieve a GHG reduction of approximately 30.49%	Less than Significant	M-GG-1 (Condition of Approval 80.Planning.019): Prior to the issuance of building permits, the Project Applicant shall submit energy demand calculations to the County demonstrating that the increment of the Project for which building permits are being requested would achieve a minimum 10% increase in energy efficiencies beyond 2013 California Building Code Title 24 performance standards. Representative energy efficiency/energy conservation	Project Applicant/Riverside County Planning Department	M-GG-1 Prior to the issuance of building permits, the energy calculations showing the required energy use reduction shall be submitted to the Riverside County Planning

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
below BAU, which exceeds the County's threshold of significant of 30% below BAU; thus, would result in less-than-significant greenhouse gas impacts.		measures to be incorporated in the Project would include, but would not be limited to, those listed below (it being understood that the items listed below are not all required and merely present examples; the list is not all-inclusive and other features that would reduce energy consumption and promote energy conservation would also be acceptable): ▪ Increase in insulation such that heat transfer and thermal bridging is minimized; ▪ Limit air leakage through the structure and/or within the heating and cooling distribution system; ▪ Use of energy-efficient space heating and cooling equipment; ▪ Installation of electrical hook-ups at loading dock areas; ▪ Installation of dual-paned or other energy efficient windows; ▪ Use of interior and exterior energy efficient lighting that exceeds then incumbent California Title 24 Energy Efficiency performance standards; ▪ Installation of automatic devices to turn off lights where they are not needed; ▪ Application of a paint and surface color palette that emphasizes light and off-white colors that reflect heat away from buildings; ▪ Design of buildings with "cool roofs" using products certified by the Cool Roof Rating Council, and/or exposed roof surfaces using light and off-white colors; ▪ Design of buildings to accommodate photo-voltaic solar electricity systems or the installation of photo-voltaic solar electricity systems; ▪ Installation of ENERGY STAR-qualified energy-efficient appliances, heating and cooling systems, office equipment, and/or lighting products.		Department for review and approval. Compliance with the energy reduction measures assumed in the calculations shall be verified by Riverside County prior to building permit final inspection.
		M-GG-2 (Condition of Approval 10.Planning.023): To reduce water consumption and the associated energy-usage, the Project will be designed to: ▪ Reduce outdoor water use by 30%, consistent with Riverside County Ordinance No. 859. ▪ Reduce indoor water use by 20% consistent with Division 4.3 of the 2013 CalGreen Residential Mandatory Measures.	Project Applicant/ Riverside County Building and Safety Department	M-GG-2 Prior to the issuance of building permits, the Project Applicant shall demonstrate that the target reduction in outdoor water demand has been accommodated by the Project's plans.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
HAZARDS AND HAZARDOUS MATERIALS				
22. HAZARDS AND HAZARDOUS MATERIALS				
The presence of residual agricultural chemicals, such as pesticides, may be a potential concern with respect to worker exposure during as grading and foundation excavation work. This is evaluated as a potentially significant impact for which mitigation is required.	Less than Significant	Mitigation Measure M-AQ-2 (refer to Issue 6., Air Quality, of this Initial Study), which requires measures to control fugitive dust during construction and compliance with SCAQMD Rule 403, shall apply to address potential health impacts to workers during the Project's construction phase.	As specified for Mitigation Measure M-AQ-2	As specified for Mitigation Measure M-AQ-2
Construction of Project improvements to potential emergency access roadways would have the potential to adversely affect emergency response times in the local area. Implementation of a traffic control plan during construction, as required by M-HM-1, would ensure that the Project's improvements to these roadways do not significantly affect emergency service response times.	Less than Significant	M-HM-1 (Condition of Approval 10.Planning.024) Continued vehicular access shall be maintained along El Sobrante Road and/or McAllister Street during construction of improvements to these roadways. Full lane closures are not permitted. (Condition of Approval XX.XXXX.XX) Prior to issuance of grading permits, encroachment permits, or improvement plans affecting El Sobrante Road and/or McAllister Street, the Project Applicant shall prepare and submit for review to the Riverside County Transportation Department a Traffic Control Plan that identifies measures to be undertaken to ensure continued vehicular access along El Sobrante Road and/or McAllister Street during construction of improvements to these roadways.	Project Applicant/ Riverside County Transportation Department	M-HM-1 Prior to issuance of grading permits, encroachment permits, or improvement plans affecting El Sobrante Road and/or McAllister Street, a traffic control plan shall be approved by the Riverside County Transportation Department and shall be implemented throughout the duration of construction activities affecting one or both roadways.
HYDROLOGY AND WATER QUALITY				
26. FLOODPLAINS				
The Project site has a high risk of inundation in the event of failure of the Lake Mathews Dam. A seismically-induced failure of the Lake Mathews Dam facility when the dam basin is filled to capacity could cause extensive flooding in the southern portions of the project.	Less than Significant	Mitigation Measure M-GEO-1 shall apply.	As specified above for M-GEO-1	As specified above for M-GEO-1
NOISE				
34. NOISE EFFECTS ON OR BY THE PROJECT				
Temporary construction-related noise impacts associated with the Project are expected to create intermittent	Less than Significant	M-N-1 (Condition of Approval 10.HEALTH.002) In order to reduce construction-related noise affecting nearby noise sensitive residential land uses to the maximum feasible	Project Applicant/ Riverside County Building and Safety Department	M-N-1 Prior to approval of grading plans and/or issuance of building

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
high-level noise at receivers surrounding the Project site. Although not required because construction-related impacts would be less than significant assuming compliance with Section 9.52.020 of the County's Noise Regulation ordinance, Mitigation Measures M-N-1 has nonetheless been imposed on the Project to reduce to the maximum feasible extent Project-related construction noise levels affecting nearby sensitive receptors.		extent, the following requirements shall apply: Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that whenever a construction site is located within one-quarter (1/4) mile of an occupied residence or residences construction activities shall be limited between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official. A Noise Abatement Plan shall be prepared and submitted to the County for review and approval prior to issuance of grading permits. The plan shall depict the location of construction equipment and how the noise from this equipment shall be reduced during construction of the Project through the use of such methods as: - During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receivers nearest the Project site. - The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receivers nearest the Project site (i.e., to the east) during all Project construction. - In order to reduce nighttime noise level contributions, it is recommended that outgoing flatbed trailer loading occur during the daytime or evening hours before Project site delivery, and that the		permits, the Riverside County Building and Safety Department shall ensure the Project's plans include the required notes. Prior to issuance of grading permits, the County shall review and approve a Noise Abatement Plan, which shall be adhered to by construction contractors during all construction activities on-site. Prior to issuance of grading permits that include hard rock areas, a Blasting Noise and Vibration Monitoring and Abatement Plan shall be approved by Riverside County, and construction contractors shall be required to adhere to the requirements specified therein during all grading activities involving hard rock blasting.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
		loaded trailer be parked near the driveway to the site. This will reduce the duration of equipment pick-up activity noise and increase the distance between the nearest noise receivers. - The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May). - No music or electronically reinforced speech from construction workers shall be audible at noise-sensitive properties. ▪ Prior to issuance of grading permits that include During grading/blasting activities within hard rock areas, the Project shall adhere to the <u>Blasting Noise and Vibration Monitoring and Abatement Plan</u> shall be prepared and submitted to the County. The <u>Blasting Noise and Vibration Monitoring and Abatement Plan</u> shall include the following requirements: - Pre-blasting inspections shall be offered to homes within 200 feet of the hard rock areas. - Existing damage of each structure shall be documented. - Post-blasting inspections shall be offered to assess new or additional damage to each residential structure once blasting activities have ceased. - Traditional rock blasting methods shall not occur within 200 feet from any residential home. In these areas rock breaking must be performed with nonexplosive methods. - Blasting mats shall be used whenever feasible to further reduce the noise from blasting activities. - Nearby residential homes shall be notified via postings on the construction		

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
The future exterior noise impact levels on the outdoor living areas (backyards) are estimated to range from 58.4 dBA CNEL to 72.5 dBA CNEL for homes adjacent to El Sobrante Road and McAllister Street. In order to meet the County of Riverside 65 dBA CNEL interior noise level standard, Mitigation Measure M-N-2 has been identified.	Less than Significant	M-N-2 (Condition of Approval 10.HEALTH.002) To satisfy the County of Riverside 65 dBA CNEL exterior noise level standards for single-family residential development, 6-foot high noise barriers for lots adjacent to McAllister Street and El Sobrante Road are required as depicted on Exhibits ES-A and ES-B of the Project's Noise Impact Analysis, prepared by Urban Crossroads and dated December 11, 2014. Construction of the required barriers would reduce the future exterior noise levels to between 52.9 and 64.4 dBA CNEL. The recommended noise control barriers shall be constructed so that the top of each wall extends to the recommended height above the pad elevation of the lot it is shielding. When the road is elevated above the pad elevation, the barrier shall extend to the recommended height above the highest point between the residential home and the road. The barriers shall provide a weight of at least 4 pounds per square foot of face area with no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The noise barrier may be constructed using one of the following materials: ▪ Masonry block ▪ Stucco veneer over wood framing (or foam core), or 1 inch thick tongue and groove wood of sufficient weight per square foot ▪ Glass (1/4 inch thick), or other transparent material with sufficient weight per square foot ▪ Earthen berm ▪ Any combination of these construction materials The barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts should not be	Project Applicant/ Riverside County Building and Safety Department	M-N-2 Prior to building permit final inspection, the Riverside County Building and Safety Department shall ensure that the required noise barriers have been constructed.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
The future first and second floor interior noise levels at the façade are estimated to range from 52.8 dBA CNEL to 66.9 dBA CNEL for homes adjacent to El Sobrante Road and McAllister Street. In order to meet the County of Riverside 45 dBA CNEL interior noise level standard, Mitigation Measure M-N-3 has been identified.	Less than Significant	made. All gaps (except for weep holes) should be filled with grout or caulking. M-N-3 (Condition of Approval 10. HEALTH.002) To satisfy the County of Riverside 45 dBA CNEL interior noise level criteria, lots facing El Sobrante Road and McAllister Street will require a Noise Level Reduction (NLR) of up to 27.1 dBA and a windows closed condition requiring a means of mechanical ventilation (e.g. air conditioning). In order to meet the County of Riverside 45 dBA CNEL interior noise standards the Project shall provide the following or equivalent Project Design Features: ▪ Windows: • All windows and sliding glass doors shall be well fitted, well weather-stripped assemblies and shall have a minimum sound transmission class (STC) rating of 27. • Lots 84 to 93 adjacent to El Sobrante Road will require upgraded second floor windows with a minimum STC rating of 31. ▪ Doors: All exterior doors shall be well weather-stripped solid core assemblies at least one and three-fourths-inch thick. ▪ Roof: Roof sheathing of wood construction shall be well fitted or caulked plywood of at least one-half inch thick. Ceilings shall be well fitted, well-sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space. ▪ Attic: Attic vents should be oriented away from El Sobrante Road and McAllister Street. If such an orientation cannot be avoided, then an acoustical baffle shall be placed in the attic space behind the vents. ▪ Ventilation: Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use. A forced air circulation system (e.g. air conditioning) shall be provided which satisfies the requirements of the	Project Applicant/ Riverside County Building and Safety Department	M-N-3 Prior to issuance of building permits, the Riverside County Building and Safety Department shall ensure that the building plans include the required noise attenuation measures, and shall verify the required features have been constructed prior to building permit final inspection.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
		Uniform Mechanical Code. Wall mounted air conditioners shall not be used. Furnishings: All bedrooms, when in use, are expected to contain furniture or other materials that absorb sound equivalent to the absorption provided by wall-to-wall carpeting over a conventional pad. With the Interior Project Design Features provided in this study, the proposed Lake Ranch (Tract No. 36730) is expected to meet the County of Riverside 45 dBA CNEL interior noise level standards for residential development. A final noise study shall be prepared prior to obtaining building permits for the Project. This report would finalize the Project Design Features proposed in this study using the precise grading plans and actual building design specifications, and may include additional abatement, if necessary, to meet the County of Riverside 45 dBA CNEL interior noise level standard.		
TRANSPORTATION AND TRAFFIC				
43.CIRCULATION				
The proposed Project would result in the following impacts to study area intersections. <u>Existing Plus Project Conditions:</u> <u>Cumulatively Significant Impacts</u> - La Sierra Avenue / El Sobrante Road <u>Existing Plus Ambient Plus Project Plus Cumulative (2016) Conditions:</u> <u>Cumulatively Significant Impacts</u> - La Sierra Avenue / Indiana Avenue (City of Riverside) - La Sierra Avenue / Arizona Avenue (City of Riverside) - McAllister Street / El Sobrante Road (County of Riverside) <u>Cumulative Traffic Signal Impacts</u> - McAllister Street/ El Sobrante Road	Less than Significant	M-TR-1 (Condition of Approval 90 TRANS.1) Prior to the issuance of any building permits, the Project Proponent shall make required per-unit fee payments associated with the Western Riverside County Transportation Uniform Mitigation Fees (TUMF), and the County of Riverside Development Impact Fee (DIF). M-TR-2 (Condition of Approval 80 TRANS.3) The Project Applicant shall use all reasonable efforts to enter into an agreement with the City of Riverside to pay the standard Traffic and Railroad Signal Mitigation Fee of \$190 per detached single family residential unit and the Transportation Impact Fee of \$525 per detached single family residential unit to offset and fully mitigate Project impacts to intersections with the City of Riverside limits. Prior	Project Applicant/ Riverside County Building and Safety Department Project Applicant/ Riverside County Building and Safety Department	M-TR-1 Prior to issuance of the first building permit, the Riverside County Building and Safety Department shall ensure that appropriate fees have been paid in accordance with the Western Riverside County Transportation Uniform Mitigation Fees (TUMF) and the County of Riverside Development Impact Fee (DIF) programs. M-TR-2 Prior to the issuance of building permits, the Riverside County Building and Safety Department shall verify that the standard Traffic and Railroad Signal Mitigation Fee of \$190 per detached single family

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IMPACTS	LEVEL OF SIGNIFICANCE AFTER MITIGATION	MITIGATION MEASURES	RESPONSIBLE PARTY/ MONITORING PARTY	IMPLEMENTATION STAGE
Horizon Year (2035) Traffic Conditions: ▪ Cumulatively Significant Impacts ▪ La Sierra Avenue / Indiana Avenue (City of Riverside) ▪ La Sierra Avenue / Victoria Avenue (City and County of Riverside) ▪ McAllister Street/"A" Street (County of Riverside) Mitigation Measures M-TR-1 through M-TR-3 have been identified to ensure that the Project would not conflict with any applicable plans, ordinances or policies establishing a measure of effectiveness for the performance.		to issuance of building permits, the Project Applicant shall provide the Riverside County Building and Safety Department with evidence of the agreement entered into with the City of Riverside. M-TR-3 (Condition of Approval 80.TRANS.11) Prior to the first building permit final inspection, the Project Applicant shall work with the County of Riverside to establish improvement fair-share fee program for improvements to the intersection of McAllister Street/Street "A" that ensures the construction of the following improvement, or comparable improvement that would allow the intersection to operate an acceptable LOS. The Project Proponent shall contribute a fair-share fee payment to the County of Riverside (Project's fair-share contribution is 8.6%) for the identified improvement. • Provide space for a westbound defacto right turn movement by implementing signage disallowing on-street parking; and • Provide space on McAllister Street in the intersection for westbound left-turning vehicles to cross northbound and southbound traffic in two stages.	Project Applicant/ Riverside County Building and Safety Department	residential unit and the Transportation Impact Fee of \$525 per detached single family residential unit has been paid to the City of Riverside. M-TR-3 Prior to the issuance of the first building permit final inspection, the Project Applicant shall provide evidence to the Riverside County Building and Safety Department that appropriate fees have been paid or bonding for construction has been posted.

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Riverside County LMS
CONDITIONS OF APPROVAL

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TRACT MAP Tract #: TR36730

Parcel: 270-160-001

10. GENERAL CONDITIONS

EVERY DEPARTMENT

10. EVERY. 1 MAP - PROJECT DESCRIPTION

RECOMMND

The land division hereby permitted is a Schedule A subdivision of 103.62 acres into 272 residential lots ranging in size from 5,400 sq. ft. to 27,015 sq. ft., three water quality detention basins, one 2.18-acre park site, one sewage lift station, and 17 open space lots.

10. EVERY. 2 MAP - HOLD HARMLESS

RECOMMND

The applicant/permittee or any successor-in-interest shall defend, indemnify, and hold harmless the County of Riverside or its agents, officers, and employees (COUNTY) from the following:

(a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning the TENTATIVE MAP, which action is brought within the time period provided for in California Government Code, Section 66499.37; and,

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning the TENTATIVE MAP, including, but not limited to, decisions made in response to California Public Records Act requests.

The COUNTY shall promptly notify the applicant/permittee of any such claim, action, or proceeding and shall cooperate fully in the defense. If the COUNTY fails to promptly notify the applicant/permittee of any such claim, action, or proceeding or fails to cooperate fully in the defense, the applicant/permittee shall not, thereafter, be responsible to defend, indemnify or hold harmless the COUNTY.

The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such claim, action or proceeding, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel.

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10. GENERAL CONDITIONS

10. EVERY. 3 MAP - DEFINITIONS

RECOMMND

The words identified in the following list that appear in all capitals in the attached conditions of Tentative Tract Map No. 36730 shall be henceforth defined as follows:

TENTATIVE MAP = Tentative Tract Map No. 36730, Amended No. 1, dated 9/24/15.

CONCEPTUAL LANDSCAPING = Tentative Tract Map No. 36730, Exhibit L, dated 12/30/14.

DESIGN GUIDELINES = Tentative Tract Map No. 36730, Exhibit D, dated 12/30/14.

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

10. EVERY. 4 MAP - 90 DAYS TO PROTEST

RECOMMND

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

BS GRADE DEPARTMENT

10.BS GRADE. 1 MAP - GENERAL INTRODUCTION

RECOMMND

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

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

RECOMMND

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

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10. GENERAL CONDITIONS

10.BS GRADE. 4 MAP - DISTURBS NEED G/PMT

RECOMMND

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

10.BS GRADE. 6 MAP - NPDES INSPECTIONS

RECOMMND

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

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

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

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

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10. GENERAL CONDITIONS

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

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

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

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

10.BS GRADE. 8 MAP - DUST CONTROL RECOMMND

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

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

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

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

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

10.BS GRADE. 12 MAP - DRNAGE & TERRACING RECOMMND

Provide drainage facilities and terracing in conformance with the California Building Code's chapter on "EXCAVATION & GRADING".

10.BS GRADE. 13 MAP - SLOPE SETBACKS RECOMMND

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

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10. GENERAL CONDITIONS

10.BS GRADE. 19 MAP - RETAINING WALLS

RECOMMND

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

10.BS GRADE. 23 MAP - MANUFACTURED SLOPES

RECOMMND

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

10.BS GRADE. 24 MAP - FINISH GRADE

RECOMMND

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

BS PLNCK DEPARTMENT

10.BS PLNCK. 1 USE - BUILD & SAFETY

RECOMMND

The applicant shall obtain the required building permit(s) for the proposed sewage lift station prior to construction.

E HEALTH DEPARTMENT

10.E HEALTH. 1 USE - WMWD WATER & SEWER

RECOMMND

TR36730 is proposing potable water and sanitary sewer service from WMWD. It is the responsibility of the developer to ensure that all requirements to obtain potable water service and sanitary sewer service are met with the appropriate purveyor(s) as well as all other applicable agencies.

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

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10. GENERAL CONDITIONS

10.E HEALTH. 2 USE - NOISE STUDY

RECOMMND

Noise Consultant: Urban Crossroads
41 Corporate Park Suite 300
Irvine CA 92606

Noise Study: Lake Ranch Tract 36730, Noise Study 09043-11
dated December 9, 2014

Based on the County of Riverside, Industrial Hygiene Program's review of the aforementioned Noise Study, TR36730 shall comply with the recommendations set forth under the Industrial Hygiene Program's response letter dated February 10, 2015. c/o Steve Hinde.

For further information, please contact the Industrial Hygiene Program at (951) 955-8980.

EPD DEPARTMENT

10.EPD. 1 - MSHCP UWIG

RECOMMND

The project must avoid indirect impacts to conserved habitats and must be compliant with Section 6.1.4 of the MSHCP. The following guidelines must be incorporated into the project design.

*Drainage

Proposed developments in proximity to the MSHCP Conservation Area shall incorporate measures, including measures required through the National Pollutant Discharge Elimination System (NPDES), to ensure that the quantity and quality of runoff discharged to the on-site mitigation areas or downstream to the MSHCP Conservation Area is not altered in an adverse way when compared with existing conditions. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into the on-site mitigation areas or downstream to the MSHCP Conservation Area. Storm water systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes within the on-site mitigation areas or MSHCP Conservation Area. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping

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10. GENERAL CONDITIONS

10.EPD. 1 - MSHCP UWIG (cont.)

RECOMMND

devices. Regular maintenance shall occur to ensure effective operations of runoff control systems.

*Toxics

Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate byproducts such as manure that are potentially toxic or may adversely affect wildlife species, habitat or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the on-site mitigation areas or to any downstream MSHCP Conservation Areas. Measures such as those employed to address drainage issues shall be implemented.

*Lighting

Night lighting shall be directed away from the on-site mitigation areas to protect species within it. Shielding shall be incorporated into project designs to ensure ambient lighting in the on-site mitigation areas is not increased.

*Noise

Proposed noise generating land uses affecting the on-site mitigation areas or MSHCP Conservation Area shall incorporate setbacks, berms or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations and guidelines related to land use noise standards. For planning purposes, wildlife within the on-site mitigation areas or MSHCP Conservation Area should not be subject to noise that would exceed residential noise standards.

*Invasives

When approving landscape plans for Development that is proposed adjacent to the MSHCP Conservation Area or on-site mitigation areas, Permittees shall consider the invasive, non-native plant species listed in Table 6-2 and shall require revisions to landscape plans (subject to the limitations of their jurisdiction) to avoid the use of invasive species for the portions of Development that are adjacent to the MSHCP Conservation Area or on-site mitigation areas. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas or on-site mitigation areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and on-site mitigation areas and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography and other features.

*Barriers

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10. GENERAL CONDITIONS

10.EPD. 1 - MSHCP UWIG (cont.) (cont.)

RECOMMND

Proposed land uses adjacent to the MSHCP Conservation Area or on-site mitigation areas shall incorporate barriers where appropriate in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass or dumping in the MSHCP Conservation Area. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage and/or other appropriate mechanisms.

*Grading/Land Development and/or Fuel Modification Activities

Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area or on-site mitigation areas.

FIRE DEPARTMENT

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

RECOMMND

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

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

RECOMMND

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

Shall include perimeter streets at each intersection and spaced 1,000 feet apart.

FLOOD RI DEPARTMENT

10.FLOOD RI. 1 MAP FLOOD HAZARD REPORT

RECOMMND

Tract Map (TR) 36730 is a proposal to subdivide 104 acres into residential lots (minimum lot size of 6,000 square feet) in the Lake Mathews area. The site is located on the northeast corner of McAllister Street and El Sorbrante Road. This project is being processed concurrently with Change of Zone (CZ) 7844, which is a proposal to change the

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10. GENERAL CONDITIONS

10.FLOOD RI. 1

MAP FLOOD HAZARD REPORT (cont.)

RECOMMEND

current zoning of Light Agricultural 10-acre minimum (A-1-10) to One Family Dwellings(R-1) and Planned Residential (R-4) for the site.

The site receives runoff at the southeast corner of the site in the form of well-defined watercourse with a tributary drainage area of approximately 230 acres. This watercourse traverses the southern boundary and the southwest corner of the site before entering an existing 90-inch diameter storm drain under McAllister Street. This existing storm drain is not maintained by the District. The western half of the site naturally drains to the inlet for this storm drain, which was constructed by the residential developments to the west. Another large, natural watercourse traverses the northeastern corner of the site and has a tributary drainage area of approximately 500 acres. The northeastern portion of the site receives little runoff from offsite flows and is tributary to this large, natural watercourse.

The proposed drainage plan for northeastern portion of this development includes a diversion of the low flows up to the 10-year storm event with underground storm drains. This diversion is proposed to mitigate increased runoff generated by the development of this portion of the site. These flows are diverted west to the existing 90-inch storm drain. Stormwater runoff from storm events greater than the 10-year frequency will exceed the capacity of the catch basins for these proposed underground storm drains and proceed to the northeast corner as they do in the predeveloped condition.

The proposed drainage plan for southern portion of this development includes a large, regional detention basin to be constructed upstream of the project and offsite. This regional basin will be designed to accomplish 100-year peak flow attenuation of tributary offsite stormwater runoff to the existing downstream drainage system and increased runoff mitigation by reducing peak flowrates of the more frequent storm events for the offsite storm flows.

Attenuated stormwater runoff from the basin will be conveyed to the existing 90-inch storm drain through a proposed storm drain in the perimeter streets (El Sobrante Road and McAllister Street). The discharge from the basin will confluence with tributary onsite storm flows and shall not exceed the capacity for the existing 90-inch storm drain.

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10. GENERAL CONDITIONS

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

The regional basin and the storm drain outlet shall be designed to the District's standards.

A combination of flow attenuation with the proposed regional basin and the selection of bioretention BMPs for water quality mitigation would accomplish reasonable increased runoff mitigation. A cursory review of the drainage study indicates the preliminary design of the basin may be large enough while the tentative map shows that there is adequate area to increase the size of the basin if necessary. The District finds this conceptual drainage plan acceptable.

It should be noted that the site is located within the bounds of the Southwest Riverside Area Drainage Plan (ADP) for which drainage fees have been established by the Board of Supervisors. Applicable ADP fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to the issuance of permits for this project. Although the current fee for this ADP is \$4,147 per acre, the fee due will be based on the fee in effect at the time of payment. The fee is payable to the Flood Control District by cashier's check or money order only. The District will not accept personal or company checks. The drainage fee is required to be paid prior to the issuance of the grading permits or issuance of the building permits if grading permits are not issued.

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

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

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

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

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10. GENERAL CONDITIONS

10.FLOOD RI. 9

MAP MAJOR FACILITIES

RECOMMND

Major flood control facilities are being proposed. These shall be designed and constructed to District standards including those related to alignment and access to both inlets and outlets. The applicant shall consult the District early in the design process regarding materials, hydraulic design, and transfer of rights of way.

10.FLOOD RI. 12

MAP INCREASED RUNOFF

RECOMMND

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

10.FLOOD RI. 13

MAP INCREASED RUNOFF CRITERIA

RECOMMND

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

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

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

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

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10. GENERAL CONDITIONS

10.FLOOD RI. 13

MAP INCREASED RUNOFF CRITERIA (cont.)

RECOMMND

1-hour, 3-hour and 6-hour events. A variable loss rate shall be used for the 24-hour events.

Low Loss rates will be determined using the following:

1. Undeveloped Condition --> LOW LOSS = 90%
2. Developed Condition --> LOW LOSS = $.9 - (.8 \times \text{IMPERVIOUS})$
3. Basin Site --> LOW LOSS = 10%

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

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

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

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

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

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10. GENERAL CONDITIONS

10.FLOOD RI. 13 MAP INCREASED RUNOFF CRITERIA (cont.) (cont.) RECOMMND
discouraged.

10.FLOOD RI. 15 MAP INTERCEPTOR DRAIN CRITERIA RECOMMND

The criteria for maintenance access of terrace/interceptor is as follows: flows between 1-5 cfs shall have a 5-foot wide access road, flows between 6-10 cfs shall be a minimum 6-foot rectangular channel. Terrace/interceptor drains are unacceptable for flows greater than 10 cfs. Flows greater than 10 cfs shall be brought to the street.

10.FLOOD RI. 16 MAP BMP - ENERGY DISSIPATOR RECOMMND

Energy Dissipators, such as rip-rap, shall be installed at the outlet of a storm drain system that discharges runoff flows into a natural channel or an unmaintained facility. The dissipators shall be designed to minimize the amount of erosion downstream of the storm drain outlet.

PLANNING DEPARTMENT

10.PLANNING. 1 MAP - MAP ACT COMPLIANCE RECOMMND

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

10.PLANNING. 2 MAP - FEES FOR REVIEW RECOMMND

Any subsequent review/approvals required by the conditions of approval, including but not limited to grading or building plan review or review of any mitigation monitoring requirement, shall be reviewed on an hourly basis, or other appropriate fee, as listed in County Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

10.PLANNING. 7 MAP - OFFSITE SIGNS ORD 679.4 RECOMMND

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

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10. GENERAL CONDITIONS

10.PLANNING. 7 MAP - OFFSITE SIGNS ORD 679.4 (cont.) RECOMMND

unpermitted signage is removed.

10.PLANNING. 8 MAP - RES. DESIGN STANDARDS RECOMMND

The design standards for the subdivision
are as follows:

- a. Lots created by this map shall conform to the design standards of the R-1 and R-4 zone and DESIGN GUIDELINES within the R-4 area.
- b. The front yard setback is 20 feet and may be varied up to 25% for front entry garages pursuant to DESIGN GUIDELINES within the R-4 zone area. The minimum front yard setback for side-entry garages shall not be less than 15 feet within the R-4 zone area.
- c. The side yard setback is 5 feet.
- d. The street side yard setback is 10 feet.
- e. The rear yard setback is 10 feet, except where a rear yard abuts a street, then the setback shall be the same as the front yard setback, in accordance with Section 21.77 of Ordinance No. 348.
- f. The minimum average width of each lot is 60 feet for R-1 zone area and 60 feet for R-4 zone area.
- g. The maximum height of any building is 40 feet.
- h. The minimum parcel size is 7,200 square feet for the R-1 zone area and 3,500 square feet for the R-4 zone area.
- j. No more than 50% of the lot shall be covered by structure.
- k. Residential driveway approaches shall be a minimum of 12 feet and a maximum of 30 feet in width, and 20 feet of full height curb is required between driveways within any one property frontage, in accordance with Ord. No. 461, Standard No. 207.

EXCEPT AS ALLOWED BY ORDINANCE NO. 348, AND THE
COUNTYWIDE DESIGN STANDARDS AND GUIDELINES, THERE SHALL BE
NO ENCROACHMENT INTO ANY SETBACK.

10.PLANNING. 9 MAP - ORD NO. 659 (DIF) RECOMMND

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside

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10. GENERAL CONDITIONS

10.PLANNING. 9 MAP - ORD NO. 659 (DIF) (cont.)

RECOMMND

County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and construction of facilities necessary to address the direct and cumulative environmental effects generated by new development projects described and defined in this Ordinance, and it establishes the authorized uses of the fees collected.

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

10.PLANNING. 10 MAP - ORD 810 OPN SPACE FEE

RECOMMND

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

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

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

10.PLANNING. 11 MAP - REQUIRED MINOR PLANS

RECOMMND

For each of the below listed items, a minor plot plan application shall be submitted and approved by the County Planning Department pursuant to Section 18.30.a. (1) of

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10. GENERAL CONDITIONS

10.PLANNING. 11 MAP - REQUIRED MINOR PLANS (cont.)

RECOMMND

County Ordinance No. 348 (Plot Plans not subject to the California Environmental Quality Act and not subject to review by any governmental agency other than the Planning Department) along with the current fee.

1. Final Site Development Plan for each phase of development.

2. Model Home Complex Plan shall be filed and approved for each phase if models change between phases. A final site of development plot plan must be approved prior to approval, or concurrent with a Model Home Complex Plan.

3. Landscaping Plan for typical front yard/slopes/open space. These three plans may be applied for separately for the whole tract or for phases.

4. Landscaping plans totally in the road right-of-Way shall be submitted to the Transportation Department only.

5. Each phase shall have a separate wall and fencing plan.

6. Entry monument and gate entry plan.

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

10.PLANNING. 12 MAP - DESIGN GUIDELINES

RECOMMND

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

10.PLANNING. 13 STKP- OFF-HIGHWAY VEHICLE USE

RECOMMND

No off-highway vehicle use shall be allowed on any parcel used for stockpiling purposes. The landowners shall secure all parcels on which a stockpile has been placed and shall prevent all off-highway vehicles from using the property.

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10. GENERAL CONDITIONS

10.PLANNING. 14

MAP - SUBMIT BUILDING PLANS

RECOMMND

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

10.PLANNING. 16

MAP - LOW PALEO

RECOMMND

According to the County's General Plan, this site has been mapped as having a "Low Potential" for paleontological resources. This category encompasses lands for which previous field surveys and documentation demonstrates a low potential for containing significant paleontological resources subject to adverse impacts. As such, this project is not anticipated to require any direct mitigation for paleontological resources. However, should fossil remains be encountered during site development:

1.All site earthmoving shall be ceased in the area of where the fossil remains are encountered. Earthmoving activities may be diverted to other areas of the site.

2.The owner of the property shall be immediately notified of the fossil discovery who will in turn immediately notify the County Geologist of the discovery.

3.The applicant shall retain a qualified paleontologist approved by the County of Riverside.

4.The paleontologist shall determine the significance of the encountered fossil remains.

5.Paleontological monitoring of earthmoving activities will continue thereafter on an as-needed basis by the paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The supervising paleontologist will have the authority to reduce monitoring once he/she determines the probability of encountering any additional fossils has dropped below an acceptable level.

6.If fossil remains are encountered by earthmoving activities when the paleontologist is not onsite, these activities will be diverted around the fossil site and the paleontologist called to the site immediately to recover

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10.PLANNING. 16 MAP - LOW PALEO (cont.)

RECOMMND

the remains.

7.Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; places in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators. * Per the County of Riverside "SABER Policy", paleontological fossils found in the County of Riverside should, by preference, be directed to the Western Science Center in the City of Hemet.

8.The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.

10.PLANNING. 17 MAP - PDA04857R3 ACCEPTED

RECOMMND

County Archaeological Report (PDA) No 4857R2, submitted for this project (TR36730) was prepared by Brian F. Smith, Claire Allen, Jennifer R. Kraft, of Brian F. Smith and Associates and is entitled: "A Phase I and II Cultural Resource Report for the Lake Ranch Project, TR36730, Riverside County, California," dated January 05, 2015. This report was not accepted by the County Archaeologist and report comments (request for revisions) were requested and sent to the consultant January 28, 2015. Revised County Archaeological Report (PDA) No. 4857r3 submitted for this same project, prepared by the same aforementioned company and individual and bearing the same title, is dated February 10, 2015. This report was

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10.PLANNING. 17 MAP - PDA04857R3 ACCEPTED (cont.)

RECOMMND

received on March 18, 2015 and accepted by the County Archaeologist on the same day.

(PDA) No 4857r3 concludes that as all resources located on the property have been evaluated as non-significant and the proposed development will not represent a significant adverse impact to cultural resources.

(PDA) No 4857r3 recommends that due to the potential that buried archaeological materials may be present, a cultural resources Mitigation Monitoring and Reporting program (MMRP) should be included as a condition of approval for this project.

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

10.PLANNING. 18 MAP - IF HUMAN REMAINS FOUND

RECOMMND

PRIOR TO APPROVAL OF ANY IMPLEMENTING PROJECT, THE FOLLOWING CONDITION SHALL BE PLACED ON THE PROJECT:

IF HUMAN REMAINS ARE FOUND ON THIS SITE:

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

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

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10. GENERAL CONDITIONS

10.PLANNING. 19

MAP - UNANTICIPATED RESOURCES

RECOMMND

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

1) If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological reports and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance.

a) All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the Planning Director to discuss the significance of the find.

b) At the meeting, the significance of the discoveries shall be discussed and after consultation with the Native American tribal (or other appropriate ethnic/cultural group representative) and the archaeologist, a decision is made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc) for the cultural resource.

c) Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or mitigation measures.

10.PLANNING. 20

MAP - PDP01465

RECOMMND

County Paleontological Report (PDP) No. 1465 submitted for this case (TR36730), was prepared by George Kennedy of Brian F. Smith and Associates and is entitled: "Paleontological Resource Impact Assessment for the Citrus Heights II Project Site, unincorporated Riverside County, California" dated January 22, 2015.

PDP01465 concluded:

1. Based on the plutonic nature of the mixed granodiorite and gabbro bedrock across the northern portion of the project site and the deep pedogenic soils in the southern

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10.PLANNING. 20 MAP - PDP01465 (cont.)

RECOMMND

portion, it is highly unlikely that fossiliferous deposits are present.

PDP01465 recommended:

1.No paleontological resource monitoring is recommended for the proposed project.

PDP01465 satisfies the requirement for a Paleontological Resources Assessment for this project (TR36730). PDP01465 is hereby accepted for TR36730.

10.PLANNING. 21 USE - GEO02432

RECOMMND

County Geologic Report GEO No. 2432, submitted for the project TR36730 was prepared by Petra Geotechnical, Inc. It is entitled: "Response to Riverside County planning Department, Review Comments #2, Tentative Tract 36730, Lake Ranch Project, Approximately 100-Acre Site Located East of the Intersection of El Sobrante Road and Mcallister Street, County of Riverside, California", dated November 13, 2015. In addition, Petra Geotechnical Inc. submitted the following:

"Geotechnical EIR-Level Assessment, Tentative Tract 36730, Lake Ranch Project, Approximately 100-Acre Site Located East of the Intersection of El Sobrante Road and Mcallister Street, County of Riverside, California", dated October 27, 2014.

"Feasibility/Due-diligence Geotechnical Assessment, Lake Ranch Project, Approximately 100-Acre Site Located East of the Intersection Of El Sobrante Road and Mcallister Street, County of Riverside, California" dated July 31, 2013.

These documents are herein incorporated into GEO02432.

GEO02432 concluded:

1.No portion of the area of proposed construction is located within the boundaries of an "Earthquake Fault Zone".

2.The probability of surface rupture is considered very low.

3.There is a low potential for liquefaction and is susceptible to subsidence.

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10. GENERAL CONDITIONS

10.PLANNING. 21 USE - GEO02432 (cont.)

RECOMMND

- 4.The potential for gross or surficial slope instability will be reduced to a less than significant level.
 - 5.Onsite near-surface soils are classified as "non-expansive soils".
 - 6.The probability of flooding from a tsunami is considered nil.
 - 7.A seismically-induced failure of the Lake Mathews Dam facility when the dam basin is filled to capacity could cause extensive flooding in the southern portions of the project.
 - 8.Groundwater is not anticipated to affect the proposed development.
- GEO02432 Recommended:
- 1.Evacuation plans in the event of a failure of the Lake Mathews Dam are addressed in the County of Riverside General Plan.
 - 2.The existing ground surface should be over-excavated and the excavated material replaced a properly compacted, engineered fill.

GEO No. 2432 satisfies the requirement for a geologic/geotechnical study for Planning/CEQA purposes. GEO No. 2432 is hereby accepted for Planning purposes. Engineering and other Building Code parameters were not included as a part of this review or approval. This approval is not intended and should not be misconstrued as approval for grading permit. Engineering and other building code parameters should be reviewed and additional comments and/or conditions may be imposed by the County upon application for grading and/or building permits.

10.PLANNING. 22 MAP - GEO02432

RECOMMND

County Geologic Report GEO No. 2432, submitted for the project TR36730 was prepared by Petra Geotechnical, Inc. It is entitled: "Response to Riverside County planning Department, Review Comments #2, Tentative Tract 36730, Lake Ranch Project, Approximately 100-Acre Site Located East of the Intersection of El Sobrante Road and Mcallister Street, County of Riverside, California", dated November 13, 2015. In addition, Petra Geotechnical Inc. submitted the following:

"Geotechnical EIR-Level Assessment, Tentative Tract 36730, Lake Ranch Project, Approximately 100-Acre Site Located

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10.PLANNING. 22

MAP - GEO02432 (cont.)

RECOMMND

East of the Intersection of El Sobrante Road and Mcallister Street, County of Riverside, California", dated October 27, 2014.

"Feasibility/Due-diligence Geotechnical Assessment, Lake Ranch Project, Approximately 100-Acre Site Located East of the Intersection Of El Sobrante Road and Mcallister Street, County of Riverside, California" dated July 31, 2013.

These documents are herein incorporated into GEO02432.

GEO02432 concluded:

- 1.No portion of the area of proposed construction is located within the boundaries of an "Earthquake Fault Zone".
- 2.The probability of surface rupture is considered very low.
- 3.There is a low potential for liquefaction and is susceptible to subsidence.
- 4.The potential for gross or surficial slope instability will be reduced to a less than significant level.
- 5.Onsite near-surface soils are classified as "non-expansive soils".
- 6.The probability of flooding from a tsunami is considered nil.
- 7.A seismically-induced failure of the Lake Mathews Dam facility when the dam basin is filled to capacity could cause extensive flooding in the southern portions of the project.
- 8.Groundwater is not anticipated to affect the proposed development.

GEO02432 Recommended:

- 1.Evacuation plans in the event of a failure of the Lake Mathews Dam are addressed in the County of Riverside General Plan.
- 2.The existing ground surface should be over-excavated and the excavated material replaced a properly compacted, engineered fill.

GEO No. 2432 satisfies the requirement for a geologic/geotechnical study for Planning/CEQA purposes. GEO No. 2432 is hereby accepted for Planning purposes. Engineering and other Building Code parameters were not included as a part of this review or approval. This approval is not intended and should not be misconstrued as

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10. GENERAL CONDITIONS

10.PLANNING. 22 MAP - GEO02432 (cont.) (cont.) RECOMMND

approval for grading permit. Engineering and other building code parameters should be reviewed and additional comments and/or conditions may be imposed by the County upon application for grading and/or building permits.

10.PLANNING. 23 MAP - WATER CONSUMPTION RECOMMND

To reduce water consumption and the associated energy-usage, the Project will be designed to:

-Reduce outdoor water use by 30%, consistent with Riverside County Ordinance No. 859.

-Reduce indoor water use by 20% consistent with Division 4.3 of the 2013 CalGreen Residential Mandatory Measures.

This condition implements mitigation measure GG-2.

10.PLANNING. 24 MAP - ROADS OPEN DURING CONSTR RECOMMND

Continued vehicular access shall be maintained along El Sobrante Road and/or McAllister Street during construction of improvements to these roadways. Full lane closures are not permitted.

TRANS DEPARTMENT

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

With respect to the conditions of approval for the referenced tentative exhibit, the land divider shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with Ordinance 460 and Riverside County Road Improvement Standards (Ordinance 461). It is understood that the tentative map correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the map to be resubmitted for further consideration. These Ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

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10. GENERAL CONDITIONS

10.TRANS. 2 MAP - COUNTY WEB SITE RECOMMND

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

10.TRANS. 3 MAP - DRAINAGE 1 RECOMMND

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

10.TRANS. 4 MAP - DRAINAGE 2 RECOMMND

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

10.TRANS. 5 MAP - OFF-SITE PHASE RECOMMND

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

10.TRANS. 6 MAP- TS/CONDITIONS RECOMMND

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

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10. GENERAL CONDITIONS

10.TRANS. 6

MAP- TS/CONDITIONS (cont.)

RECOMMND

The General Plan circulation policies require a minimum of Level of Service 'C', except that Level of Service 'D' may be allowed in community development areas at intersections of any combination of secondary highways, major highways, arterials, urban arterials, expressways or state highways and ramp intersections.

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

La Sierra Avenue (NS) at:

- SR-91 Westbound Ramps (EW)
- SR-91 Eastbound Ramps (EW)
- Indiana Avenue (EW)
- Arizona Avenue (EW)
- Victoria Avenue (EW)
- McAllister Parkway (EW)
- El Sobrante Road (EW)

McAllister Street (NS) at:

- Driveway 1 (EW) - future intersection
- "A" Street - future intersection
- El Sobrante Road (EW)

Driveway 2 (NS) at:

- El Sobrante Road (EW)

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

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

10.TRANS. 7

MAP - SUBMIT FINAL WQMP

RECOMMND

In compliance with the currently effective Municipal Stormwater Permit issued by the Santa Ana Regional Water Quality Control Board [Order No. R8-2013-0024, et seq.], and beginning January 1, 2005, all projects that 1) are located within the drainage boundary (watershed) of the Santa Ana River; and 2) require discretionary approval by the County of Riverside must comply with the Water Quality Management Plan (WQMP) for Urban Runoff. The WQMP

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10.TRANS. 7

MAP - SUBMIT FINAL WQMP (cont.)

RECOMMND

addresses post-development water quality impacts from new development and significant redevelopment projects. The WQMP provides detailed guidelines and templates to assist the applicant in completing the necessary documentation and calculations. These documents are available on-line at: www.rcflood.org/npdes.

To comply with the WQMP, applicants must prepare and submit a "Project Specific" WQMP. At a minimum, the WQMP must: a) identify the post-project pollutants associated with the development proposal together with any adverse hydrologic impacts to receiving waters; b) identify site-specific mitigation measures or Best Management Practices (BMPs) for the identified impacts including site design, source control and treatment control post-development BMPs; and c) identify a sustainable funding and maintenance mechanism for the aforementioned BMPs. A template for this report is included as 'Exhibit A' in the WQMP.

The applicant has submitted a report that meets the criteria for a Preliminary Project Specific WQMP (see Flood Hazard Report). However, in order to meet the requirements of a Final Project Specific WQMP, it shall be prepared in substantial conformance to the Preliminary Project Specific WQMP. Also, the applicant should note that, if the project requires a Section 401 Water Quality certification, the Regional Water Quality Control Board may require additional water quality impact mitigation measures.

10.TRANS. 8

MAP - WQMP ESTABL MAINT ENTITY

RECOMMND

This project proposes BMP facilities that will require maintenance by a public agency or homeowners association. To ensure that the public is not unduly burdened with future costs, prior to final approval or recordation of this subdivision, the Transportation Department will require an acceptable financial mechanism to be implemented to provide for maintenance of the project's site design, source control and treatment control BMPs in perpetuity. This may consist of a mechanism to assess individual benefiting property owners, or other means as approved by the Transportation Department. The BMPs must be shown on the project's grading plans and any other improvement plans the selected maintenance entity may require.

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10. GENERAL CONDITIONS

10.TRANS. 9

MAP - BMP MAINT AND INSPECTION

RECOMMND

Unless an alternate viable maintenance entity is established, the Covenants, Conditions and Restrictions (CC&Rs) for the development's Home/Property Owners Association (HOA/POA) shall contain provisions for all structural best management practices (BMPs) to be inspected, and if required, cleaned no later than October 15 each year. The CC&Rs shall identify the entity that will inspect and maintain all structural BMPs within the project boundaries. A copy of the CC&Rs shall be submitted to the Transportation Department for review and approval prior to the recordation of the map.

-OR -

The BMP maintenance plan shall contain provisions for all treatment control BMPs to be inspected, and if required, cleaned no later than October 15 each year. Required documentation shall identify the entity that will inspect and maintain all structural BMPs within the project boundaries. A copy of all necessary documentation shall be submitted to the Transportation Department for review and approval prior to the issuance of occupancy permits.

10.TRANS. 10

MAP - LC LANDSCAPE REQUIREMENT

RECOMMND

The developer/ permit holder shall:

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

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10. GENERAL CONDITIONS

10.TRANS. 10 MAP - LC LANDSCAPE REQUIREMENT (cont.) RECOMMND

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

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

20. PRIOR TO A CERTAIN DATE

PLANNING DEPARTMENT

20.PLANNING. 2 MAP - EXPIRATION DATE RECOMMND

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

40. PRIOR TO PHASING (UNITIZATION)

PLANNING DEPARTMENT

40.PLANNING. 1 MAP - CONCEPTUAL PHASE GRADING RECOMMND

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

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

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40. PRIOR TO PHASING (UNITIZATION)

40.PLANNING. 1 MAP - CONCEPTUAL PHASE GRADING (cont.) RECOMMND

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

C. Preliminary pad and roadway elevations shall be depicted.

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

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

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

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

50. PRIOR TO MAP RECORDATION

E HEALTH DEPARTMENT

50.E HEALTH. 1 MAP - WMWD WATER & SEWER RECOMMND

Provide a current "Will-Serve" letter is required from the agency providing water and sewer service.

50.E HEALTH. 2 MAP- LEA CLEARANCE RECOMMND

Prior to map recordation, the project must obtain clearance from the Local Enforcement Agency (LEA). Please contact LEA for additional details at (951)955-8980.

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50. PRIOR TO MAP RECORDATION

EPD DEPARTMENT

50.EPD. 1 MAP - CONS ENTITY DEDICATION

RECOMMND

The areas mapped as "MSHCP Riparian/Riverine Avoidance and Mitigation Area" (Lots A, B and M) on Lake Ranch Tentative Tract 36730 Open Space Lots Sheet 6 of 6, dated 9/21/2015 and prepared by MDS Consulting, shall be offered for dedication to a conservation entity approved by the Riverside County Planning Department Environmental Programs Division (EPD) and accepted by that entity prior to map recordation. Easements allowing for the management of fuel modification areas or detention basins shall not be accepted.

50.EPD. 2 MAP - CONSERVATION EASEMENT

RECOMMND

The applicant must record a conservation easement or deed restriction which covers the areas mapped as "MSHCP Riparian/Riverine Avoidance and Mitigation Area" (Lots A, B and M) on Lake Ranch Tentative Tract 36730 Open Space Lots Sheet 6 of 6, dated 9/21/2015 and prepared by MDS Consulting. The easement or deed restriction shall be recorded in favor of a conservation entity approved by the Riverside County Planning Department Environmental Programs Division (EPD). The easement or deed restriction language must be approved by both EPD and the approved Conservation Entity.

50.EPD. 3 MAP - ECS CONDITION

RECOMMND

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

50.EPD. 4 MAP - ECS REQUIREMENTS

RECOMMND

The constrained areas will conform to the areas mapped as "MSHCP Riparian/Riverine Avoidance and Mitigation Area" (Lots A, B and M) on Lake Ranch Tentative Tract 36730 Open Space Lots Sheet 6 of 6, dated 9/21/2015 and prepared by MDS Consulting. These areas shall be mapped and labeled "Delineated Constraint Area (Riparian/Riverine)" on the Environmental Constraint Sheet to the satisfaction of the Environmental Programs Department. The ECS map must be stamped by the Riverside County Surveyor with the following notes.

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50. PRIOR TO MAP RECORDATION

50.EPD. 4

MAP - ECS REQUIREMENTS (cont.)

RECOMMND

"No disturbances may occur within the boundaries of the Delineated Constraint Area."

"Brush management to reduce fuel loads to protect urban uses (fuel modification zones) will not encroach into the Delineated Constraint Area."

"Night lighting shall be directed away from the Delineated Constraint Area. Shielding shall be incorporated into project designs to ensure ambient lighting in the constraint areas is not increased."

"The perimeter of the Delineated Constraint Area shall be permanently fenced. Fencing shall provide a physical barrier to minimize unauthorized public access, domestic animal predation, or illegal trespass or dumping in the Delineated Constraint Area. The fence shall have a minimum height of six feet at its shortest point. Fence posts shall be no more than five feet apart. The fence design shall be such that a sphere with a diameter of two inches cannot pass through the plane of the fence at any point below the minimum height."

FIRE DEPARTMENT

50.FIRE. 1

MAP-#7-ECS-HAZ FIRE AREA

RECOMMND

Ecs map must be stamped by the Riverside County Surveyor with the following note: The land division is located in the "Hazardous Fire Area" of Riverside County as shown on a map on file with the Clerk of the Board of Supervisors. Any building constructed on lots created by this land division shall comply with the special construction provisions contained in Riverside County Ordinance 787

50.FIRE. 2

MAP-#43-ECS-ROOFING MATERIAL

RECOMMND

Ecs map must be stamped by the Riverside County Surveyor with the following note: All buildings shall be constructed with class A material as per the California Building Code.

50.FIRE. 3

MAP-#67-ECS-GATE ENTRANCES

RECOMMND

Ecs map must be stamped by the Riverside County Surveyor with the following note: Gate entrances shall be at least two feet wider than the width of the traffic lanes) serving that gate. Any gate providing access from a road to a driveway shall be located at least 35 feet setback from the

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50. PRIOR TO MAP RECORDATION

50.FIRE. 3 MAP-#67-ECS-GATE ENTRANCES (cont.) RECOMMND

roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. here a one-way road with a single traffic lane provides access to a gate entrance, a 38 feet turning radius shall be used.

50.FIRE. 4 MAP-#88-ECS-AUTO/MAN GATES RECOMMND

Ecs map must be stamped by the Riverside County Surveyor with the following note: Gate(s) shall be automatic minimum 20 feet in width.(for roads with medians) Gate access shall be equipped with a rapid entry system. Plans shall be submitted to the Fire Department for approval prior to installation. Automatic/manual gate pins shall be rated with shear pin force, not to exceed 30' pounds. Automatic gates shall be equipped with emergency backup power. Gates activated by the rapid entry system shall remain open until closed by the rapid entry system.

50.FIRE. 5 MAP-#004-ECS-FUEL MODIFICATION RECOMMND

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

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

50.FIRE. 6 MAP-#46-WATER PLANS RECOMMND

The applicant or developer shall furnish one copy of the water system plans to the Fire Department for review. Plans shall be signed by a registered civil engineer,

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50.FIRE. 6 MAP-#46-WATER PLANS (cont.) RECOMMND

containing a Fire Department approval signature block, and shall conform to hydrant type, location, spacing and minimum fire flow. Once plans are signed by the local water company, the originals shall be presented to the Fire Department for signature.

50.FIRE. 7 MAP-#53-ECS-WTR PRIOR/COMBUS RECOMMND

Ecs map must be stamped by the Riverside County Surveyor with the following note: The required water system, including fire hydrants, shall be installed and accepted by the appropriate water agency prior to any combustible building material placed on an individual lot.

FLOOD RI DEPARTMENT

50.FLOOD RI. 2 MAP SUBMIT PLANS RECOMMND

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

50.FLOOD RI. 7 MAP 3 ITEMS TO ACCEPT FACILITY RECOMMND

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

If the District is willing to maintain the proposed facility three items must be accomplished prior to recordation of the final map or starting construction of the drainage facility: 1) the developer shall submit to the District the preliminary title reports, plats and legal

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50.FLOOD RI. 7

MAP 3 ITEMS TO ACCEPT FACILITY (cont.)

RECOMMND

descriptions for all right of way to be conveyed to the District and secure that right of way to the satisfaction of the District; 2) an agreement with the District and any maintenance partners must be executed which establishes the terms and conditions of inspection, operation and maintenance; and 3) plans for the facility must be signed by the District's General Manager-Chief Engineer. The plans cannot be signed prior to execution of the agreement.

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

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

50.FLOOD RI. 8

MAP ADP FEES

RECOMMND

A notice of drainage fees shall be placed on the environmental constraint sheet and final map. The exact wording of the note shall be as follows:

NOTICE OF DRAINAGE FEES

Notice is hereby given that this property is located in the Southwest Riverside Area Drainage Plan which was adopted by the Board of Supervisors of the County of Riverside pursuant to Section 10.25 of Ordinance 460 and Section 66483, et seq, of the Government Code and that said property is subject to fees for said drainage area.

Notice is further given that, pursuant to Section 10.25 of Ordinance 460, payment of the drainage fees shall be paid with cashier's check or money order only to the Riverside County Flood Control and Water Conservation District at the time of issuance of the grading or building permit for said parcels, whichever occurs first, and that the owner of each parcel, at the time of issuance of either the grading or building permit, shall pay the fee required at the rate in effect at the time of issuance of the actual permit.

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PARKS DEPARTMENT

50.PARKS. 1 MAP - OFFER OF DEDICATION

RECOMMND

Prior to, or in conjunction with the recordation of the project map, the applicant shall offer the Regional Trail easement(s) shown on the map for dedication to Riverside County Regional Park and Open-Space District or County managed Landscape and Lighting Maintenance District for trails purposes. Said easements will offered on behalf of the vested interest of the citizens of Riverside County and will not become part of the District's maintained trail system.

50.PARKS. 2 MAP - TRAIL MAINTENANCE REGION

RECOMMND

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

PLANNING DEPARTMENT

50.PLANNING. 1 MAP - PREPARE A FINAL MAP

RECOMMND

After the approval of the TENTATIVE MAP and prior to the expiration of said map, the land divider shall cause the real property included within the TENTATIVE MAP, or any part thereof, to be surveyed and a FINAL MAP thereof prepared in accordance with the current County Transportation Department - Survey Division requirements, the conditionally approved TENTATIVE MAP, and in accordance with Article IX of County Ordinance No. 460.

50.PLANNING. 2 MAP - FINAL MAP PREPARER

RECOMMND

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

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50.PLANNING. 3

MAP - SURVEYOR CHECK LIST

RECOMMND

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

- A. All lots on the FINAL MAP shall be in substantial conformance with the approved TENTATIVE MAP relative to size and configuration.
- B. All lots on the FINAL MAP shall have a minimum lot size of 7,200 square feet net within the R-1 zone and 3,500 square feet net within the R-4 zone.
- C. All lot sizes and dimensions on the FINAL MAP shall be in conformance with the development standards of the R-1 and R-4 zone, DESIGN GUIDELINES, and with the Riverside County General Plan.
- D. All lots on the FINAL MAP shall comply with the length to width ratios, as established by Section 3.8.C. of County Ordinance No. 460.
- E. All knuckle or cul-de-sac lots shall have a minimum of 35 feet of frontage measured at the front lot line.
- F. The common open space areas shall be shown as numbered lots on the FINAL MAP.

50.PLANNING. 4

MAP - REQUIRED APPLICATIONS

RECOMMND

No FINAL MAP shall record until General Plan Amendment No. 1127 and Change of Zone No. 7844 have been approved and adopted by the Board of Supervisors and have been made effective. This land division shall conform with the development standards of the designations and/or zones ultimately applied to the property.

50.PLANNING. 8

MAP - QUIMBY FEES (1)

RECOMMND

If a district, agency, or other authority is created to collect Quimby Fees applicable to the project's area, the land divider shall submit to the County Planning Department - Development Review Division a duly and completely executed agreement with this Quimby Fee authorized organization which demonstrates to the satisfaction of the County that the land divider has provided for the payment of parks and recreation fees

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

and/or dedication of land for the TENTATIVE MAP in accordance with Section 10.35 of County Ordinance No. 460. If no such organization or authority is in effect at map recordation, this condition shall not apply.

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

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

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

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

"Proposed lots within the TENTATIVE MAP are located partly or wholly within, or within 300 feet of, land zoned for primarily agricultural purposes by the County of Riverside. It is the declared policy of the County of Riverside that no agricultural activity, operation, or facility, or appurtenance thereof, conducted or maintained for commercial purposes in the unincorporated area of the County, and in a manner consistent with proper and accepted customs and standards, as established and followed by similar agricultural operations in the same locality, shall be or become a nuisance, private or public, due to any changed condition in or about the locality, after the same has been in operation for more than three (3) years, if it wasn't a nuisance at the time it began. The term "agricultural activity, operation or facility, or appurtenances thereof" includes, but is not limited to, the cultivation and tillage of the soil, dairying, the production, cultivation, growing and harvesting of any apiculture, or horticulture, the raising of livestock, fur bearing animals, fish or poultry, and any practices performed by a farmer or on a farm as incident to, or in conjunction with, such farming operations, including preparation for market, delivery to storage or to market, or to carriers for transportation to market."

In the event the number of lots, or the configuration of lots, of the FINAL MAP differs from that shown on the approved TENTATIVE MAP, the actual language used above shall reflect those lots which are partly or wholly within

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

300 feet of agriculturally zoned (A-1, A-2, A-P, A-D) properties.

50.PLANNING. 19 MAP - ECS NOTE MT PALOMAR LIGH RECOMMND

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

"This property is subject to lighting restrictions as required by County Ordinance No. 655, which are intended to reduce the effects of night lighting on the Mount Palomar Observatory. All proposed outdoor lighting systems shall be in conformance with County Ordinance No. 655."

50.PLANNING. 23 MAP - ECS NOTE DAM INUNDATION RECOMMND

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

DAM INUNDATION AREA - This property is located downstream of Lake Mathews which is part of the domestic water distribution system for Southern California. As part of the construction of the dam that creates the reservoir area, an inundation map has been prepared in the event of failure of the dam. This map indicates that the floodway from this type of catastrophic dam failure would reach the project limits.

50.PLANNING. 27 MAP - AG/DAIRY NOTIFICATION RECOMMND

The land divider shall submit a detailed proposal for the notification of all initial and future purchasers of dwelling units within the subject project of the existence of dairies and/or other agricultural uses within the vicinity of the property and potential impacts resulting from those uses. Said notification shall be in addition to any notice required by Ordinance No. 625 (Riverside County Right-to-Farm Ordinance).

Said approved notification shall be provided to all initial and all future purchasers of dwelling units within the subject project.

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50.PLANNING. 28 MAP - FEE BALANCE

RECOMMND

Prior to recordation, the Planning Department shall determine if the deposit based fees for the TENTATIVE MAP are in a negative balance. If so, any unpaid fees shall be paid by the land divider and/or the land divider's successor-in-interest.

50.PLANNING. 29 MAP - AG PRES CANCEL (1)

RECOMMND

Prior to recordation of a final map, the Board of Supervisors shall have issued a Certificate of Final Cancellation for Agricultural Preserve Case No. 1046, located with El Sobrante Agricultural Preserve No. 3, and shall have adopted a resolution disestablishing said agricultural preserve. Compliance with this condition will satisfy a similar condition applied to this project within the 60. Series titled "MAP - AG PRES CANCEL (2)."

50.PLANNING. 32 MAP - CC&R RES POA COM. AREA

RECOMMND

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

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

2. One (1) copy AND one (1) original, wet signed, notarized and ready for recordation declaration of covenants, conditions, and restrictions; attached to these documents there shall be included a legal description of the property included within the covenants, conditions and restrictions and a scaled map or diagram of such boundaries, both signed and stamped by a California registered civil engineer or licensed land surveyor; and

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

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50.PLANNING. 32 MAP - CC&R RES POA COM. AREA (cont.)

RECOMMND

incorporated therein by reference; and,

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

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

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

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

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

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

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50.PLANNING. 32 MAP - CC&R RES POA COM. AREA (cont.) (cont.) RECOMMND

or maintenance of the 'common area' established pursuant to the Declaration.

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

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

SURVEY DEPARTMENT

50.SURVEY. 1 MAP - EASEMENT RECOMMND

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

50.SURVEY. 2 MAP - ACCESS RESTRICTION RECOMMND

Lot access shall be restricted on El Sobrante Road and McAllister Street and so noted on the final map.

TRANS DEPARTMENT

50.TRANS. 1 MAP - STREET NAME SIGN RECOMMND

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

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50.TRANS. 2 MAP - SOILS 2 RECOMMND

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

50.TRANS. 3 MAP - CORNER CUT-BACK I RECOMMND

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

50.TRANS. 4 MAP - LIGHTING PLAN RECOMMND

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

50.TRANS. 5 MAP - ANNEX L&LMD/OTHER DIST RECOMMND

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

- (1) Landscaping along El Sobrante Road and McAllister Street.
- (2) Streetlights.
- (3) Graffiti abatement of walls and other permanent structures.
- (4) Street sweeping.

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

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50.TRANS. 5 MAP - ANNEX L&LMD/OTHER DIST (cont.)

RECOMMND

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

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

50.TRANS. 6 MAP - UTILITY PLAN

RECOMMND

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

50.TRANS. 7 MAP - LANDSCAPING

RECOMMND

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

Landscaping shall be improved within El Sobrante Road and McAllister Street.

Landscaping plans shall be submitted on standard County plan sheet format (24" X 36"). Landscaping plans shall be submitted with the street improvement plans. If landscaping

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50.TRANS. 7 MAP - LANDSCAPING (cont.) RECOMMND

maintenance (and/or trails) is to be annexed to a County Service Area, or Landscaping and Lighting Maintenance District, landscaping plans shall depict ONLY such landscaping, irrigation and related facilities as are to be placed within the public road rights-of-way.

50.TRANS. 8 MAP - INTERSECTION/50' TANGENT RECOMMND

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

50.TRANS. 9 MAP - IMP PLANS RECOMMND

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

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

50.TRANS. 10 MAP - CONSTRUCT RAMP RECOMMND

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

50.TRANS. 11 MAP - SIGNING & STRIPING PLAN RECOMMND

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

or as approved by the Director of Transportation.

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50.TRANS. 12

MAP - DEDICATIONS

RECOMMND

Street "L" (reserved lot) between street "H" and street "M" is designated privately maintained LOCAL ROAD and said road shall be improved with 36' full-width AC pavement, 6" concrete curb and gutter, and 5' sidewalk (along one side) within the 56' full-width easement in accordance with County Standard No. 105, Section "A", Ordinance 461. (36'/56'). The easement shall provide the offer of dedication for public utility purposes along with the right of ingress and egress for emergency vehicles.

NOTE: A 5' concrete sidewalk (one side only) shall be constructed adjacent to the right-of-way line within the 10' parkway.

Street "P" and street "Y" (reserved lot) from street "U" to the southerly property line of Lot No. 133 are designated privately maintained LOCAL ROAD and said roads shall be improved with 36' full-width AC pavement, 6" concrete curb and gutter, and 5' sidewalk (along one side only) within the 56' full-width easement in accordance with County Standard No. 105, Section "A", Ordinance 461. (36'/56'). The easement shall provide the offer of dedication for public utility purposes along with the right of ingress and egress for emergency vehicles.

NOTE: A 5' concrete sidewalk (one side only) shall be constructed adjacent to the right-of-way line within the 10' parkway.

All other interior streets (reserved lots) are designated LOCAL ROAD and said roads shall be improved with 36' full-width AC pavement, 6" concrete curb & gutter and 5' sidewalk within the 56' full-width easement in accordance with County Standard No. 105, Section "A", Ordinance 461. (36'/56'). The easement shall provide the offer of dedication for public utility purposes along with the right of ingress and egress for emergency vehicles.

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

Street "A" (reserved lot) is designated privately maintained ENTRY ROAD and said road shall be improved with 54' full-width AC pavement, 6" concrete curb and gutter, and 5' sidewalk within the 88' full-width easement in accordance with modified County Standard No. 103, Section

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50.TRANS. 12

MAP - DEDICATIONS (cont.)

RECOMMND

"A" Ordinance 461.(54'/88'). Modified for increased AC improvement from 44' to 54' and increased right-of-way from 74' to 88'. The easement shall provide the offer of dedication for public utility purposes along with the right of ingress and egress for emergency vehicles.

NOTE: A 5'sidewalk shall be constructed 6' from the right-of-way line within the 17' parkway.

Street "A" (reserved lot) along project boundary is designated privately maintained COLLECTOR ROAD and said road shall be improved with 44' full-width AC pavement, 6" concrete curb and gutter, and 5' sidewalk within the 78' full-width easement in accordance with modified County Standard No. 103, Section "A", Ordinance 461. (44'/78') Modified for increased right-of-way from 74' to 88', and location of sidewalk. The easement shall provide the offer of dedication for public utility purposes along with the right of ingress and egress for emergency vehicles.

NOTE: A 5'sidewalk shall be constructed 6' from the right-of-way line within the 17' parkway.

50.TRANS. 13

MAP - PART-WIDTH

RECOMMND

El Sobrante Road (Public) along project boundary is a paved County maintained road designated ARTERIAL HIGHWAY and said road shall be improved with 59' part-width AC pavement, (43'on the project side and 16' on opposite side of the centerline), 8" concrete curb and gutter (project side), and sidewalk (project side), match up asphalt concrete paving; reconstruction; or resurfacing of existing paving as determined by the Director of Transportation within the 104' part-width dedicated right-of-way (64' on the project side and 40' on the other side of the centerline) in accordance with County Standard No. 92, Ordinance 461.

- NOTE: 1. A raised curbed landscaped median shall be constructed at the center line. The project proponent may pay cash-in-lieu for the raised landscaped median.
2. A 10' sidewalk shall be constructed within the 21' parkway per Standard No. 404, Ordinance 461.

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50.TRANS. 13 MAP - PART-WIDTH (cont.)

RECOMMND

*** NOTE: THIS CONDITION WAS MODIFIED BY THE PLANNING COMMISSION ON 03/03/2016 for 10' non-meandering sidewalk on El Sobrante Road ***

McAllister Street (Public) along project boundary is a paved County maintained road designated COLLECTOR ROAD and said road shall be improved with 34' part-width AC pavement, (22' on the project side and 12' on opposite side of the centerline), 6" concrete curb and gutter (project side), and sidewalk (project side), match up asphalt concrete paving; reconstruction; or resurfacing of existing paving as determined by Caltrans within the 70' part-width dedicated right-of-way (37' on the project side and 33' on the other side of the centerline) in accordance with County Standard No. 103, Ordinance 461.

NOTE: 1. A 5' sidewalk shall be constructed 3' from the right-of-way line within the 15' parkway.

50.TRANS. 14 MAP - WQMP REQMT ON FINAL MAP

RECOMMND

A notice of the WQMP requirements shall be placed on the final map under the surveyor notes. The exact wording of the note shall be as follows:

NOTICE OF WQMP REQUIREMENTS:

"A final project specific Water Quality Management Plan (WQMP) may be required prior to issuance of a grading or building permit. If required, the WQMP shall be consistent with the requirements of the County of Riverside's Municipal Stormwater Permit which are in effect at the time the grading or building permit is issued. The WQMP shall be submitted to the Transportation Department for review and approval."

50.TRANS. 15 MAP - SUBMIT WQMP AND PLANS

RECOMMND

The project specific Final WQMP, improvement plans, final map, Environmental Constraint Sheet, BMP improvement plans and any other necessary documentation along with supporting hydrologic and hydraulic calculations shall be submitted to the Transportation Department for review and approval. The Final WQMP and plans must receive Transportation Department approval prior to recordation. All submittals shall be date stamped by a registered engineer.

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50.TRANS. 15 MAP - SUBMIT WQMP AND PLANS (cont.)

RECOMMND

As indicated in the approval Preliminary WQMP approval letter, dated 12/15/2015 from CValdo Corporation, the following comments must be addressed in the Final WQMP.

1.The outlet structures for the three proposed water quality basins must be designed per "STD WQ501 or similar approved design" instead of using a STD CB110 drop inlet (as currently called out in the Preliminary WQMP exhibits). Also note that all construction details for constructing said outlet structures must be provided in the final storm drain/grading plans.

2.The dewatering analysis for Basin "A" included in Appendix 6 of the PWQMP (using the WQMP spreadsheets) does not match the "orifice pattern" proposed in the Preliminary WQMP exhibit and should not be included in the Final WQMP document. Please add language in the Final WQMP describing how the flood routing output file (presented in Appendix 7 "Hydromodification") was used to verify that the 100% of the VBMP for Basin "A" would dewater in no more than 72-hours and that 50% of Vbmp would drain in no less than 24 hours. This same approach may be used for Basins "B" and "C" to demonstrate that the 100% of the Vbmp will dewater in less than 72 hours.

50.TRANS. 16 MAP - WQMP MAINT DETERMINATION

RECOMMND

The project proponent shall contact the Transportation Department to determine the appropriate entity that will maintain the BMPs identified in the project specific WQMP. This determination shall be documented in the project specific WQMP.

50.TRANS. 17 MAP - LC LNDSCP COMMON AREA MA

RECOMMND

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

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

1) Permanent public, quasi-public or private maintenance

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50. PRIOR TO MAP RECORDATION

50.TRANS. 17

MAP - LC LNDSCP COMMON AREA MA (cont.)

RECOMMND

organization shall be established for proper management of the water efficient landscape and irrigation systems. Any agreements with the maintenance organization shall stipulate that maintenance of landscaped areas will occur in accordance with Ordinance No. 859 (as adopted and any amendments thereto) and the County of Riverside Guide to California Friendly Landscaping.

- 2) The CC&R's shall prohibit the use of water-intensive landscaping and require the use of low water use landscaping pursuant to the provisions of Ordinance No. 859 (as adopted and any amendments thereto).
- 3) The common maintenance areas shall include all those identified on the approved landscape maintenance exhibit.

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

60. PRIOR TO GRADING PRMT ISSUANCE

BS GRADE DEPARTMENT

60.BS GRADE. 1

MAP - NPDES/SWPPP

RECOMMND

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

Additionally, at the time the county adopts, as part of any

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60. PRIOR TO GRADING PRMT ISSUANCE

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

ordinance, regulations specific to the N.P.D.E.S., this project (or subdivision) shall comply with them.

60.BS GRADE. 2 MAP - GRADING SECURITY RECOMMND

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

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

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

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

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

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

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

Geotechnical soils reports, required in order to obtain a grading permit, shall be submitted to the Building and Safety Department's Grading Division for review and approval prior to issuance of a grading permit. All grading shall be in conformance with the recommendations of the geotechnical/soils reports as approved by Riverside County.* *The geotechnical/soils, compaction and inspection reports will be reviewed in accordance with the RIVERSIDE COUNTY GEOTECHNICAL GUIDELINES FOR REVIEW OF GEOTECHNICAL AND GEOLOGIC REPORTS.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 5 MAP - SLOPE STABIL'TY ANLY RECOMMND

A slope stability report shall be submitted and approved by the County Geologist and/or Building and Safety Engineer for all proposed cut or fill slopes over 30 feet in vertical height or cut slopes steeper than 2:1 (horizontal to vertical) - unless addressed in a previous report. Fill slopes shall not be steeper than 2:1 (horizontal to vertical).

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

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

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

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

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

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

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

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

60.BS GRADE. 10 MAP - LOT TO LOT DRN ESMT RECOMMND

A recorded easement is required for lot to lot drainage. The applicant/developer shall provide evidence that a mechanism of maintenance for the lot to lot drainage easement has been obtained.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.BS GRADE. 11 MAP - APPROVED WQMP

RECOMMND

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

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

RECOMMND

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

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

RECOMMND

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

60.BS GRADE. 15 MAP - SWPPP REVIEW

RECOMMND

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

E HEALTH DEPARTMENT

60.E HEALTH. 1 GRADE - ECP CLEARANCE

RECOMMND

DEH-ECP has reviewed the "Phase I Environmental Site Assessment and Limited Phase II Subsurface Investigation" prepared by Environ dated September 2013. Based on the information provided in the report and historic

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60. PRIOR TO GRADING PRMT ISSUANCE

60.E HEALTH. 1 GRADE - ECP CLEARANCE (cont.)

RECOMMND

agricultural activity associated with the property additional soil sampling and analysis is required to evaluate for the presence of pesticides. The limited soil sampling conducted at the Site reported elevated levels of pesticides above the screening levels. Additionally, several of the reporting limits used by the laboratory were also above screening levels. The additional soil sampling and analysis shall be conducted in accordance to the "Interim Guidance for Sampling Agricultural Properties" (DTSC, 2008). If a human health risk assessment is performed it shall be evaluated by the Office of Environmental Health Hazard Assessment (OEHHA) before it is accepted by DEH-ECP. Cost for the evaluation shall be paid by the project proponent. For further information, please contact DEH-ECP at (951) 955-8980.

EPD DEPARTMENT

60.EPD. 2 - CONS ENTITY DEDICATION

RECOMMND

The areas mapped as "MSHCP Riparian/Riverine Avoidance and Mitigation Area" (Lots A, B and M) on Lake Ranch Tentative Tract 36730 Open Space Lots Sheet 6 of 6, dated 9/21/2015 and prepared by MDS Consulting, shall be offered for dedication to a conservation entity approved by the Riverside County Planning Department Environmental Programs Division (EPD) and accepted by that entity prior to map recordation. Easements allowing for the management of fuel modification areas or detention basins shall not be accepted.

60.EPD. 3 - PERM FENCING PLAN

RECOMMND

Prior to the issuance of a grading permit, the applicant shall submit a proposed fencing and signage plan for the protection of all biologically sensitive areas. The areas mapped as "MSHCP Riparian/Riverine Avoidance and Mitigation Area" (Lots A, B and M) on Lake Ranch Tentative Tract 36730 Open Space Lots Sheet 6 of 6, dated 9/21/2015 and prepared by MDS Consulting, shall be permanently fenced for protection as open space. The fencing shall provide a physical barrier to minimize unauthorized public access, domestic animal predation, illegal trespass or dumping. Fencing shall be proposed and installed at all interfaces between conservation lands and urban uses such as roads, development, residential, etc. The fence shall have a

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60. PRIOR TO GRADING PRMT ISSUANCE

60.EPD. 3 - PERM FENCING PLAN (cont.)

RECOMMND

minimum height of six feet at its shortest point. Fence posts shall be no more than five feet apart. The fence design shall be such that a sphere with a diameter of two inches cannot pass through the plane of the fence at any point below the minimum height. The Regional Conservation Authority (RCA) or other agency tasked with management of the area shall be consulted on the fence design. The fencing plan will be reviewed and approved by the Riverside County Planning Department Environmental Programs Division (EPD). The fence shall not be installed until EPD staff has reviewed and approved the fencing plan. EPD staff shall have sole discretion in determining whether the proposed fencing will adequately protect the conservation area, and whether changes to the proposed fencing and signage plan are required.

60.EPD. 4 - 30 DAY BUOW SURVEY

RECOMMND

Pursuant to Objectives 5 & 6 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), within 30 days prior to the issuance of a grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results provided in writing to the Environmental Programs Department. If it is determined that the project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. However, when the Burrowing Owl is present, relocation outside of the nesting season (March 1 through August 31) by a qualified biologist shall be required and the County Biologist shall be consulted to determine appropriate type of relocation (active or passive) and translocation sites. A grading permit may be issued once the species has been relocated. If the grading permit is not obtained within 30 days of the survey, a new survey shall be required.

60.EPD. 5 - NESTING BIRD SURVEY

RECOMMND

Birds and their nests are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Codes. Since the project supports suitable nesting bird habitat, removal of vegetation or any other potential nesting bird habitat disturbances shall be conducted outside of the avian nesting season (February 1st

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60. PRIOR TO GRADING PRMT ISSUANCE

60.EPD. 5 - NESTING BIRD SURVEY (cont.)

RECOMMND

through September 15th). If habitat must be cleared during the nesting season or disturbances occur within 500 feet, a preconstruction nesting bird survey shall be conducted. The preconstruction nesting bird survey must be conducted by a biologist who holds a current MOU with the County of Riverside. If nesting activity is observed, appropriate avoidance measures shall be adopted to avoid any potential impacts to nesting birds. The nesting bird survey must be completed no more than 3 days prior to any ground disturbance. If ground disturbance does not begin within 3 days of the survey date a second survey must be conducted. Prior to the issuance of a grading or building permit the project proponent must provide written proof to the Riverside County Planning Department, Environmental Programs Division (EPD) that a biologist who holds a MOU with the County of Riverside has been retained to carry out the required survey. Documentation submitted to prove compliance prior to grading or building permit issuance must at a minimum include the name and contact information for the Consulting Biologist and a signed statement from them confirming that they have been contracted by the applicant to conduct a Preconstruction Nesting Bird Survey. In some cases, EPD may also require a Monitoring and Avoidance Plan prior to the issuance of a grading or building permit. Prior to finalization of a grading permit or prior to issuance of any building permits, the projects consulting biologist shall prepare and submit a report to EPD for review, documenting the results of the survey.

60.EPD. 6 - HMMP

RECOMMND

Prior to the issuance of a grading permit, a biologist who holds a MOU with the County of Riverside shall submit documentation that the appropriate mitigation credits have been purchased in accordance with the mitigation measures described in the document titled "Determination of Biologically Equivalent or Superior Preservation" prepared by PCR Services Corporation and dated November 2015. There will be impacts to 1.16 acres of MSHCP Riparian/Riverine Areas. On-site mitigation proposed for the drainage impacts will be at a minimum 2:1 mitigation-to-impact ratio and includes 2.58 acres of mitigation, 1.50 acres within and adjacent to Drainage A and 1.08 acres adjacent to Drainage B. The mitigation will consist of enhancement and creation. The biologist shall provide a Habitat Mitigation and Monitoring Plan (HMMP) to the Planning

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60. PRIOR TO GRADING PRMT ISSUANCE

60.EPD. 6 - HMMP (cont.)

RECOMMND

Department/Environmental Programs Division (EPD) for review and approval. The HMMP shall include, but not be limited to: time lines, success criteria, reporting standards, financial assurances, and plans for conveyance of lands to a conservation agency for long term management.

60.EPD. 7 - BIOLOGICAL MONITORING

RECOMMND

Prior to grading permit issuance a qualified biological monitor shall be contracted to provide biological monitoring of the grading and construction activities, fence installation, and to survey the site for nesting birds. A work plan shall be submitted to the EPD from the qualified biological monitor to review and approve, that may include but not be limited to Best Management Practices (BMPs), fencing of Open Space/Conserved Areas, and monitoring reports. The applicant must provide evidence that the qualified biologist has reviewed all construction plans and proposed activities to minimize impacts to any sensitive species and habitats. The work plan should also include

1 A survey to determine the presence of potential nesting least Bell's vireo on-site shall be conducted by a qualified biologist three (3) days before any grading or ground disturbance activity commences in the vicinity of Drainage B during the breeding season, and all results forwarded to the USFWS and CDFW.

2 The qualified biologist shall identify a 300-foot avoidance buffer from the habitat in Drainage B for construction occurring during the breeding season. If work is required within 300 feet during the breeding season, the biologist shall monitor all work to ensure no impacts occur to the least Bell's vireo. Written documentation shall be prepared and submitted to CDFW and/or USFWS on completion of construction during the breeding season to outline any monitoring activities.

3 Construction limits in and around least Bell's vireo habitat associated with Drainage B shall be delineated with flags and/or fencing prior to the initiation of any grading or construction activities to clearly identify the limits of the habitat and/or the 300-foot avoidance buffer during the breeding season.

4 Prior to grading and construction a training program

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60. PRIOR TO GRADING PRMT ISSUANCE

60.EPD. 7

- BIOLOGICAL MONITORING (cont.)

RECOMMND

shall be developed and implemented by the qualified biologist to inform all workers on the project about the listed species, its habitat, and the importance of complying with avoidance and minimization measures.

5 All construction work shall occur during daylight hours. The construction contractor shall limit all construction-related activities that would result in high noise levels according to the construction hours determined by the County.

6 During any excavation and grading within or immediately adjacent to the 300-foot avoidance buffer for Drainage B, the construction contractors shall install properly operating and maintained mufflers on all construction equipment, fixed or mobile, to reduce construction equipment noise to the maximum extent possible. The mufflers shall be installed consistent with manufacturers' standards. The construction contractor shall also place all stationary construction equipment so that emitted noise is directed away from the least Bell's vireo habitat within Drainage B.

7 The construction contractor shall stage equipment in areas that will create the greatest distance between construction-related noise sources and Drainage B during all project construction occurring during the breeding season.

8 If the monitoring biologist determines that noise from the construction activities may be affecting the normal expected breeding behavior of the birds, the construction supervisor shall be informed and work within no less than 300 feet of construction areas shall be ceased until appropriate measures are implemented. This may include monitoring by a qualified acoustician to verify noise levels are below 60 dBA within the least Bell's vireo habitat. If the 60 dBA requirement is exceeded the acoustician shall make operational changes, utilize technology to reduce construction noise such as mufflers and/or install a barrier to alleviate noise levels during the breeding season. Installation of noise barriers and any other corrective actions taken to mitigate noise during the construction period shall be communicated to the USFWS and CDFW.

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60. PRIOR TO GRADING PRMT ISSUANCE

60.EPD. 7 - BIOLOGICAL MONITORING (cont.) (cont.) RECOMMND

9 If after all corrective actions are implemented the monitoring biologists determine that the normal expected breeding behavior of the birds is being affected, work within no less than

300 feet shall be ceased and the USFWS and CDFW shall be contacted to discuss the appropriate course of action.

10 An awareness program shall be implemented to educate residents about the conservation values associated with the Drainage B open space.

The EPD may require additional documentation in the form of biological reports and/or site visit(s) to confirm completion. Please contact EPD for further information.

FIRE DEPARTMENT

60.FIRE. 1 MAP-#004 FUEL MODIFICATION RECOMMND

Prior to the issuance of a grading permit, the developer shall prepare and submit to the fire department for approval a fire protection/vegetation management that should include but not limited to the following items:

- a) fuel modification to reduce fire loading
- b) appropriate fire breaks according to fuel load, slope and terrain.
- c) non flammable walls along common boundaries between rear yards and open space.
- d) emergency vehicle access into open space areas shall be provided at intervals not to exceed 1500 feet
- e) a homeowner's association or appropriate district shall be responsible for maintenance of all fire protection measures within open space areas.

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